



**ASSOCIATION OF
GOVERNMENTS**

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Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith McIlhousie, Moorpark

MEETING OF THE

TRANSPORTATION & COMMUNICATIONS COMMITTEE

PLEASE NOTE MEETING TIME

Thursday, July 6, 2006

10:00 a.m. – 11:45 a.m.

SCAG Offices

818 W. 7th Street, 12th Floor

Riverside B Conference Room

Los Angeles, CA 90017

213.236.1800

VIDEO Conference Location

SCAG, Riverside Office

3600 Lime Street, Suite 216

Riverside, CA 92501

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation & Communications Committee are also available at www.scag.ca.gov/committees/tcc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

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TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

1.0 CALL TO ORDER & PLEDGE
OF ALLEGIANCE

Hon.
Harry Baldwin,
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Approve Minutes of June 1, 2006 Meeting
Attachment

1

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix
Attachment

8

Summary of state and federal legislative bills relevant to SCAG adopted policies and priorities and related matters.



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

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TIME

4.0 CONSENT CALENDAR cont/d

- 4.2.2 Letter of Completion for the Perris Branch
Commuter Rail Project 20
Attachment

RCTC and their consultant presented the findings on the Perris Branch Commuter Rail Project to the Regionally Significant Transportation Investment Studies (RSTIS) TAC at the May 18, 2006 meeting and a letter of completion was requested. This request was moved and unanimously supported by the RSTIS TAC.

5.0 ACTION ITEMS

- 5.1 2006 Regional Transportation
Improvement Program (RTIP) Rosemary Ayala, 23 5 minutes
Attachment SCAG

SCAG as the Metropolitan Planning Organization (MPO) must develop and submit to the State its 2006 RTIP in August 2006. The 2006 RTIP is a \$19 billion program encompassing fiscal years 2006/07 - 2011/12.

Recommended Action: Approve the Draft 2006 RTIP and associated transportation conformity determination, and also recommend to the Regional Council that it delegate authority to the Executive Committee to approve the final 2006 RTIP and associated transportation conformity determination.



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
5.0	<u>ACTION ITEMS cont/d</u>			
5.2	<u>Delegation of Authority to Executive Committee to Adopt the 2004 Regional Transportation Plan (RTP) Amendment</u>	Philip Law, SCAG	45	5 minutes
	<p>On June 1, 2006, the TCC released the Draft Amendment for a 30-day public review. The final document, including responses to comments, will not be completed until August. However, the Regional Council and policy committees will not meet in August.</p> <p>Recommended Action: Approve the Draft 2004 RTP, and also recommend to the Regional Council that it delegate authority to the Executive Committee to approve the final 2006 RTIP and associated transportation conformity determination..</p>			
5.3	<u>Resolution Regarding the 710 Gap Closure Tunnel Alternative Attachment</u>	Bob Huddy, SCAG	116	10 minutes
	<p>Resolution to support continued planning for the completion of the 710 Gap Closure using the Tunnel Alternative.</p> <p>Recommended Action: Approve Resolution</p>			



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
6.0	<u>INFORMATION ITEMS</u>		
6.1	<u>Report on the Draft 710 Tunnel Feasibility Study Attachment</u> MTA and SCAG staff will brief the Committee on the Draft 710 Feasibility Study that was released by LACMTA in June 2006.	Bob Huddy, SCAG Shaharazad Amiri, LACMTA 119	10 minutes
6.2	<u>Multi-County Goods Movement Action Plan Attachment</u> The Committee will receive a presentation on the status and goals of the Multi-County Goods Movement Action Plan.	Gill Hicks, Wilbur Smith Associates 120	15 minutes
8.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Robin Lowe, Chair	
9.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Hon. Art Brown, Chair	
10.0	<u>CHAIR'S REPORT</u>		
11.0	<u>STAFF REPORT</u>	Rich Macias, SCAG Staff	
12.0	<u>FUTURE AGENDA ITEMS</u> Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

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TIME

13.0 ANNOUNCEMENTS

14.0 ADJOURNMENT

The next meeting of the Transportation and Communications Committee will be held on September 7, 2006 at the SCAG office.

Transportation and Communications Committee

June 1, 2006

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the Westin in Long Beach. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

Members Present

Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry (Chair)	City of San Gabriel
Beauman, John	City of Brea
Bone, Lou	City of Tustin
Burke, Yvonne	Los Angeles County
Correa, Lou	Orange County
Daniels, Gene	City of Paramount
Dunlap, Judy	City of Inglewood
Flickinger, Bonnie	City of Moreno Valley
Garcia, Lee Ann	City of Grand Terrace
Lowenthal, Bonnie (Vice-Chair)	City of Long Beach
O'Connor, Pam	City of Santa Monica
Pettis, Greg	Cathedral City
Spence, David	Arroyo Verdugo COG
Szerlip, Don	South Bay Cities COG
Talbot, Paul	City of Alhambra
Uranga, Tonia Reyes	City of Long Beach

Transportation and Communications Committee

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Members Not Present

Adams, Steve	Riverside, WRCOG
Becerra, Glen	City of Simi Valley
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Dale, Lawrence	City of Barstow
DeLara, Juan	City of Coachella
Dixon, Richard	City of Lake Forrest
Gabelich, Rae	City of Long Beach
George, Gary	City of Redlands
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Herrera, Carol	City of Diamond Bar
Joffe, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Miller, Paul	City of Simi Valley
Millhouse, Keith	City of Moorpark
Moqet, Shenna	Riverside, WRCOG
Ovitt, Gary	San Bernardino County
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Smith, Greg	City of Los Angeles
Smyth, Cameron	City of Santa Clarita
Stone, Jeff	Riverside County
Sykes, Tom	City of Walnut
Tyler, Sidney	City of Pasadena
Wapner, Alan	City of Ontario

New Members

Voting Members, Not Elected Official

Casey, Rose	Caltrans
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Transportation and Communications Committee

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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 10:45 a.m.

2.0 ELECTION OF CHAIR AND VICE CHAIR

The Honorable Harry Baldwin, City of San Gabriel, was re-elected as Chair and The Honorable Bonnie Lowenthal, City of Long Beach, was re-elected as Vice-Chair of the Committee.

3.0 PUBLIC COMMENT PERIOD

There were no public comments.

4.0 REVIEW and PRIORITIZE

5.0 CONSENT CALENDAR

5.1 Approval Item

4.1.1 Approve Minutes of May 4, 2006

5.2 Receive and File

4.2.1 State and Federal Legislative Matrix

MOTION was made to MOVE the Consent Calendar items.

Motion was SECONDED and UNANIMOUSLY APPROVED.

6.0 ACTION ITEMS

6.1 2004 RTP Update Strategy/SAFETEA-LU Compliance

Rich Macias, SCAG, stated that prior to SAFETEA-LU, SCAG was required to update the RTP every three years. SAFETEA-LU now allows for a four-year RTP cycle, which SCAG now will follow. SCAG has received little or no guidance on the new provisions from its federal counterparts. As a result staff has been working closely with its membership transportation commissions, the COG's, Caltrans, and the federal government representatives to review and interpret much of what has been contained within the context of the new SAFETEA-LU.

An issue arises when the 4 year cycle is implemented. Under the four-year cycle, the fourth year falls into a "grace" period in which air quality conformity for the plan (previously 3 years) lapses. Under this grace period the MPO may still implement projects, but may not amend its RTIP. Staff has determined that this would create an unacceptable risk to the transportation commissions that may result in possible losses of federal transportation funds.

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The report presents SCAG's proposed approach to the 2007/8 RTP update which would allow the region maximum flexibility in developing the next RTP while maintaining transportation conformity on the current plan and the necessary flexibility to implement it to the extent possible.

Mr. Macias stated that there were four options that could help the region minimize the adverse impact of the potential amendment restrictions:

- Adopt the plan as close to the July 1, 2007 SAFETEA-LU deadline as possible to minimize our exposure to the amendment restrictions. Move forward with the full plan update on that basis.
- Continue to pursue our request to incorporate amendment 'threshold' language into the planning rules that will allow certain types of amendments to move forward. A draft of the planning rules is expected to be released shortly. We will certainly take every opportunity to comment on the draft rules.
- Continue pursuing a legislative solution to the problem.
- Develop and adopt an addendum/amendment based on a gap analysis that would address the SAFETEA-LU gap in the current RTP.

Staff is proposing to pursue the following steps to move forward with the RTP update strategy:

- Move forward with the target to adopt a fully updated and SAFETEA-LU compliant RTP by November/December of 2007.
- Continue to follow up on the amendment 'threshold' criteria with the federal agencies and participate in the SAFETEA-LU planning rule making process.
- Continue to seek and pursue legislative relief to the planning restrictions that may be imposed in the 4th year of the current RTP.
- Simultaneously, initiate preparation of an addendum based on the 'Gap Analysis' to bring the current plan into compliance with the planning provisions of SAFETEA-LU to the extent possible. Also, be prepared to modify approach to the proposed addendum based on any new federal guidance on planning that may be issued before it is adopted.
- Initiate discussions with FHWA to indicate our intent to pursue this approach, including the findings of the gap analysis and the general framework to address them.
- Undertake the efforts required to prepare the addendum or the 'Gap Analysis'.
- Take the proposed addendum for adoption by the Regional Council no later than March 2007.

Staff will not be adding new projects to the RTP; it will simply be reformatting and inserting some new chapters to the plan. There is no issue regarding financial

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constraint or air quality conformity, nor is there any cost to SCAG as it is part of the RTP process. Additionally, staff will do an accompanying focused EIR to satisfy the requirements of CEQA.

Motion was made to APPROVE staff recommendation. Motion was SECONDED and UNANIMOUSLY APPROVED.

6.2 Draft 2004 RTP Amendment – Omintrans sbX Project

Phillip Law, SCAG, gave a presentation on the proposal to add a bus rapid transit project, called sbX for San Bernardino Express, to the 2004 Regional Transportation Plan. This would improve transit service along the E Street corridor in the cities of San Bernardino and Loma Linda. Omnitrans has recently selected the locally preferred alternative and is ready to proceed with their preliminary engineering and environmental analysis but cannot do so unless the project is in the RTP. Staff has completed the analysis and has determined that the proposed project would not adversely impact the RTP, including the conformity determination.

Staff is recommending that the TCC authorize the release of the Draft 2004 RTP Amendment for a 30-day public review and comment period. The final report and the responses to comments will be available in August. However, the RC and Policy committees are not meeting in August; consequently staff is going to the Executive Committee for final adoption.

Motion was made to MOVE the release of the Draft 2004 RTP Amendment and EIR Addendum for a 30-day public review. Motion was SECONDED and UNANIMOUSLY APPROVED.

6.3 Draft 2006 Regional Transportation Improvement Program (RTIP)

Rich Macias, SCAG, gave a presentation on the Draft 2006 RTIP. He stated staff had completed 60% of the Draft RTIP and estimated that the final draft would be done in two weeks, or thereabouts. The process works accordingly, staff receives the project documentation from the Counties, staff then identifies that the projects meet all the established federal requirements. Staff then sends the projects that don't meet requirements back to the commissions, the commissions then address the issues staff raised. The commissions then send the projects back to SCAG. Staff then finalizes the RTIP.

Mr. Macias stated that what staff was asking of the committee today, would be to allow staff to release the draft when it is completed. When the plan is completed staff will send a copy to the committee and release it for 30-day public review. SCAG will receive public comments and address the comments. Staff will then come back to the TCC and Regional Council identifying specifics of the plan and

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identifying the comments. Staff will then bring the draft RTIP back to the TCC for concurrence at the September meeting.

Motion was made to APPROVE staff recommendation to release the Draft 2006 RTIP for public review and comments. Motion was SECONDED and UNANIMOUSLY APPROVED.

7.0 INFORMATION ITEMS

7.1 Infrastructure Bond & Trailer Bill Summary and Presentation

Don Rhodes, SCAG, stated that the legislature had finally come to an agreement and passed a package of \$37.3 billion dollars worth of bonds which will be on the November ballot.

The bond measure is broken down into four separate bonds in the following amounts:

- \$19.9 billion for transportation (SB 1266)
- \$2.8 billion for housing (SB 1689)
- \$10.4 for education (AB 127)
- \$4 billion for flood protection (AB 140)

8.0 MAGLEV TASK FORCE REPORT

Councilmember Lou Bone, Vice-Chair, stated that consulting firm of IBI made a presentation on the 'Alignment of the IOS between Ontario Airport and West Los Angeles along the I-10 Fwy and the SR-60 Fwy'. IBI also gave a presentation on the 'System Design of the High-Speed Ground Access Study'. The study is going to identify and develop a conception design for connecting the airports in the region. A strategic plan will be formulated that addresses the relevant institutional, legal, and financing issues in order to set fourth the business case for the system. The study will be completed sometime in June.

Information was presented by Councilmember Greg Smith, City of Los Angeles, on the approval by the Transportation Committee of the City of Los Angeles to direct the Chief Legislative Analysis to convene a task force by the city department to prepare a draft JPA document for the formation of the technology, neutral, high-speed transit. The JPA document will be shared with SCAG and other potential members of the JPA.

The Maglev Shanghai trip is scheduled for July 15.

The next meeting of the Task Force will be June 8.

9.0 CHAIR REPORT

There was no report.

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10.0 STAFF REPORT

There was no report.

11.0 GOODS MOVEMENT TASK FORCE REPORT

Nancy Pfeffer, SCAG, stated that at the last meeting there was a presentation on particle research and pollution, the third, in a series of health related presentations from speakers who are recommended by the environmental and community members of the Goods Movement Task Force. There was also a progress report from a SCAG consultant who is developing heavy truck model.

12.0 FUTURE AGENDA ITEMS

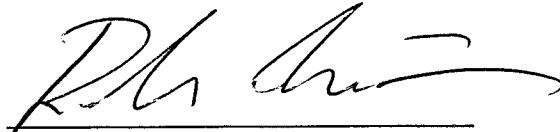
There were no items

13.0 ANNOUNCEMENTS

14.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 11:26 a.m.

The next committee meeting will be held on **Thursday, July 6, 2006, at the SCAG office.**



Rich Macias, Manager
Transportation Planning Division

MEMO

DATE: July 6, 2006

TO: Transportation and Communications Committee

FROM: Don Rhodes (x840)
Manager, Public and Government Affairs

SUBJECT: State & Federal Legislative Matrix

SUMMARY:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Transit, Transportation, and GovBondBills.

Bill summaries include all known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process, including scheduled hearing dates where applicable.

Please feel free to contact me at (213)-236-1840 if you have any questions or wish to discuss any legislative bill or issue. Members of my staff are also available for your assistance; please contact Jeff Dunn at (213)-236-1880 or Charlotte Pienkos at (213)-236-1811 if you have any further questions.

JSD/Doc#123460

Private file: Transit

372

AUTHOR: Nation (D)
TITLE: Public Contracts: Transit Design-Build Contracts
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2005
LAST AMEND: 06/13/2006
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/20/2006 1:30 pm
SUMMARY:
 Extends the duration of provisions of existing law that authorize transit operators to enter into a design-build contract according to specified procedures. Specifies that a transit operator is required to establish a labor compliance program only for such contract and only if the operator does not have such program. Requires the operator to select the design-build entity for certain projects based on the lowest responsible bidder or best value. Requires the preparation of specified documents.
STATUS:
 06/13/2006 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
 06/13/2006 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

AB 948

AUTHOR: Oropeza (D)
TITLE: Design-Build and Transit Operators
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/13/2005
DISPOSITION: Pending - Carryover
FILE: A-11
LOCATION: Senate Inactive File
SUMMARY:
 Specifies that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program. Changes the prohibition regarding design-build rail projects to instead prohibit a transit operator from utilizing the design-build method of procurement for a capital maintenance or capacity-enhancing rail project, unless that project costs more than specified amount.
STATUS:
 07/11/2005 In SENATE. To Inactive File.
Position: CALCOG-Sup
Subject: Transit, Transport

AB 267

AUTHOR: Daucher (R)
TITLE: Transportation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/08/2005
LAST AMEND: 08/15/2005
DISPOSITION: Pending - Carryover
LOCATION: Senate Appropriations Committee
SUMMARY:

Amends existing law which authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Limits these provisions to projects advanced for expenditure that are programmed in the current fiscal year.

STATUS:

08/25/2005 In SENATE Committee on APPROPRIATIONS: Not heard.
Position: League-Sup 04/15/2005
Subject: Revenue/Bond, Transport

AB 372

AUTHOR: Nation (D)
TITLE: Public Contracts: Transit Design-Build Contracts
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2005
LAST AMEND: 06/13/2006
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/20/2006 1:30 pm
SUMMARY:

Extends the duration of provisions of existing law that authorize transit operators to enter into a design-build contract according to specified procedures. Specifies that a transit operator is required to establish a labor compliance program only for such contract and only if the operator does not have such program. Requires the operator to select the design-build entity for certain projects based on the lowest responsible bidder or best value. Requires the preparation of specified documents.

STATUS:

06/13/2006 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
 06/13/2006 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

CA AB 948

AUTHOR: Oropeza (D)
TITLE: Design-Build and Transit Operators
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/13/2005
DISPOSITION: Pending - Carryover
FILE: A-11
LOCATION: Senate Inactive File
SUMMARY:

Specifies that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program. Changes the prohibition regarding design-build rail projects to instead prohibit a transit operator from utilizing the design-build method of procurement for a capital maintenance or capacity-enhancing rail project, unless that project costs more than specified amount.

STATUS:

07/11/2005 In SENATE. To Inactive File.

CA AB 1020

AUTHOR: Hancock (D)
TITLE: Transportation Planning: Improved Travel Model
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 01/23/2006

DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/27/2006 1:30 pm
SUMMARY:

Requires the Department of Transportation to provide notice to the Legislature on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway. Requires certain planning organizations and agencies using travel models to use models that incorporate specified factors.

STATUS:
02/02/2006 To SENATE Committee on TRANSPORTATION AND HOUSING.
Subject: Transport

AB 1157

AUTHOR: Frommer (D)
TITLE: Rail Safety and Traffic Mitigation Bond Act of 2006
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 02/08/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

States the intent of the Legislature to enact legislation providing for a general obligation bond act to be submitted to the voters for approval in order to provide funding for a program to eliminate the most dangerous railroad-highway grade crossings in the state, as identified by the Public Utilities Commission, with funds to be allocated by the Transportation Commission.

STATUS:
02/08/2006 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
02/08/2006 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.
Subject: Transport

AB 1699

AUTHOR: Frommer (D)
TITLE: Commuter Trains: Operation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 06/13/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires a transportation agency operating commuter rail service or contracting for the operation of such service, to prohibit passengers from riding in the forward 10 rows of seats of any level of a cab car on such train operating in a push configuration. Prohibits those agencies from operating, or contracting with a commuter rail service that operates, a commuter train in push configuration.

STATUS:
06/13/2006 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
06/13/2006 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.
Subject: Transport

A AB 1785

AUTHOR: Bermudez (D)
TITLE: Grade Separation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/04/2006
LAST AMEND: 05/26/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Increases the amount required to be budgeted for allocation to specified grade separation projects by the Department of Transportation.

STATUS:
05/31/2006 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.
Position: CALCOG-Opp

3 1831 **AUTHOR:** Jones (D)
TITLE: Critical Infrastructure Facilities Bond Acts
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Enacts the Critical Infrastructure Facilities Bond Act of 2006. Authorizes bonds for the construction or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities.
STATUS:
01/10/2006 INTRODUCED.

AB 1838 **AUTHOR:** Oropeza (D)
TITLE: Transportation Bond Acts of 2006, 2008, and 2012
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Authorizes general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects.
STATUS:
01/10/2006 INTRODUCED.

AB 1853 **AUTHOR:** Matthews (D)
TITLE: Railroad-Highway Crossings: Grade Separation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/13/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
Requires the Public Utilities Commission, in establishing a project priority list, to specifically assess a grade separation or alteration project for railroad crossing blocking delays that disproportionately affect emergency services.
STATUS:
01/26/2006 To ASSEMBLY Committee on TRANSPORTATION.

A AB 1879 **AUTHOR:** Lieber (D)
TITLE: Board of Parole Hearings
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/19/2006
LAST AMEND: 06/07/2006
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:
Amends existing law that established the Board of Parole Hearings and authorizes appointment of its members by the Governor to require that the appointments be made from among retired state or federal judges, or administrative law judges.
STATUS:
06/14/2006 Withdrawn from SENATE Committee on TRANSPORTATION AND HOUSING.
06/14/2006 Re-referred to SENATE Committee on RULES.

CA AB 1974 **AUTHOR:** Walters (R)
TITLE: High Occupancy Vehicle Lanes
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/09/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Authorizes any county board of supervisors to authorize the use of high occupancy vehicle lanes on the state highway system within the county by any highway vehicle, providing that this use is consistent

with federal law.

STATUS:

04/24/2006

In ASSEMBLY Committee on TRANSPORTATION: Not heard.

AB 2025

AUTHOR: Niello (R)
TITLE: Design-Build Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/14/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Authorizes the Department of Transportation to contract using the design-build process for the design and construction of transportation projects. Requires the director of the department to establish a prequalification and selection process.

STATUS:

04/17/2006

In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.

Position: CALCOG-Sup

AB 2286

AUTHOR: Torrico (D)
TITLE: Housing
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2006
LAST AMEND: 05/16/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Requires the Secretary of Business, Transportation and Housing to adopt regulations to ensure that grants awarded from the Regional Planning, Housing and Infill Incentive Account will result in increased housing production and proper planning and zoning for housing by local government entities.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

A AB 2295

AUTHOR: Arambula (D)
TITLE: Transportation Capital Improvement Projects
INTRODUCED: 02/22/2006
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/20/2006 1:30 pm
SUMMARY:

States that local road rehabilitation projects are eligible for funds allocated for transportation capital improvement funds.

STATUS:

05/04/2006

To SENATE Committee on TRANSPORTATION AND HOUSING.

Position: CALCOG-Sup, CSAC-Sup

CA AB 2361

AUTHOR: Huff (R)
TITLE: Transportation: Federal Funds: Border Infrastructure
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 03/28/2006
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Exempts federal funds derived from apportionments made to the state under the coordinated border infrastructure program from being subject to the funding distribution and fair share formulas. Requires these funds to be programmed by the Transportation Commission through a competitive grant program separate from the state transportation improvement program in a manner consistent with federal law.

STATUS:

04/17/2006

From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.

CA AB 2538

AUTHOR: Wolk (D)

TITLE: Transportation Funds
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 05/26/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of federal metropolitan planning funds for the purposes of project planning, programming, and monitoring. Changes references to regional improvement funds to instead refer to county share.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

A AB 2580

AUTHOR: Walters (R)
TITLE: Orange County Sanitation District: Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 05/15/2006
DISPOSITION: Pending
LOCATION: Assembly Third Reading File
SUMMARY:

Authorizes the Orange County Sanitation District to enter into design-build contracts that are in excess of a specified amount according to specified procedures. Requires the district, if it chooses to enter into such contracts, to award projects using the best value method.

STATUS:

05/25/2006

In ASSEMBLY. From Consent Calendar. To third reading.

CA AB 2600

AUTHOR: Lieu (D)
TITLE: Vehicles: HOV Lanes
INTRODUCED: 02/24/2006
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/27/2006 1:30 pm
SUMMARY:

Extends the provisions of existing law that requires the Department of Motor Vehicles to make available for issuance, distinctive decals, labels, and other identifiers for a vehicle that meets the super ultra-low emission vehicle standards for exhaust emission and the federal inherently low-emission vehicle (ILEV) evaporate emission standards, and vehicles produced during the 2004 model year or earlier that meets the ultra-low emission vehicle standards for exhaustive emissions and the ILEV standards.

STATUS:

05/31/2006

Position:

To SENATE Committee on TRANSPORTATION AND HOUSING.
CALCOG-Opp

CA AB 2604

AUTHOR: Emmerson (R)
TITLE: Highway Construction Contracts: Design-Build Method
INTRODUCED: 02/24/2006
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Authorizes the San Bernardino Associated Governments (SANBAG) to use a design-build procurement method for the construction of improvements to the interchange of Tippecanoe Avenue and Interstate 10 in the City of San Bernardino located in San Bernardino County.

STATUS:

04/24/2006

In ASSEMBLY Committee on TRANSPORTATION: Failed passage.

CA AB 2896

AUTHOR: Karnette (D)
TITLE: Commercial Transportation Development Council
INTRODUCED: 02/24/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Creates the Commercial Transportation Development Council to review and collect data and to provide advice concerning the needs of commercial transportation in the state.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

AB 3047

AUTHOR: Canciamilla (D)
TITLE: Toll-Facilities
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 05/30/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Authorize the Department of Transportation or regional transportation agency to construct high-occupancy vehicle and other preferential lanes on the state highway system. Authorizes a regional transportation agency to construct and operate those lanes as toll facilities subject to specified requirements.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

Position:

CALCOG-Sup

ACA 4

AUTHOR: Plescia (R)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
LAST AMEND: 05/09/2005
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes an amendment to the Constitution that relates to existing law which requires that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund. Deletes the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.

STATUS:

01/09/2006

From ASSEMBLY Committee on TRANSPORTATION: Be adopted to Committee on APPROPRIATIONS.

Position:

CALCOG-Sup

Subject:

Revenue/Bond, Transport

A ACA 7

AUTHOR: Nation (D)
TITLE: Local Governmental Taxation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
DISPOSITION: Pending - Carryover
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes a Constitutional Amendment to change the 2/3 voter-approval requirement for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. Makes technical nonsubstantive changes to these provisions.

STATUS:

05/25/2005

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

Position:

CSAC-Sup, CSAC-Sup, League-Sup 03/08/2005

Subject:

Revenue/Bond, Transport

CA SB 371

AUTHOR: Torlakson (D)
TITLE: Public Contracts: Design-Build: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2005
LAST AMEND: 01/23/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Declares the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority or local or regional transportation entity. Authorizes the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system.

STATUS:

01/30/2006

Position:

Subject:

In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

SCAG-Sup 04/15/2005

Transport

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B 127

AUTHOR: Nunez (D)
TITLE: Education Facilities: Kindergarten-University Bond Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/13/2005
ENACTED: 05/20/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 35
SUMMARY:

Enacts the Kindergarten-University Public Education Facilities Bond Act of 2006. Authorizes a specified amount in state general obligation bonds to provide aid to school districts, county superintendents of schools, county boards of education, the California Community Colleges, the University of California, the Hastings College of the Law, and the California State University to construct and modernize education facilities.

STATUS:

05/20/2006

Signed by GOVERNOR.

05/20/2006

Chaptered by Secretary of State. Chapter No. 35

AB 140

AUTHOR: Nunez (D)
TITLE: Disaster Preparedness and Flood Prevention Bonds
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/13/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 33
SUMMARY:

Enacts the Disaster Preparedness and Flood Prevention Bond Act of 2006. Authorizes the issuance of a specified amount of bonds for the purposes of financing disaster preparedness and flood prevention projects.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 33

A AB 142

AUTHOR: Nunez (D)
TITLE: Flood Control: Levee Repair and Flood Control
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/13/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 34
SUMMARY:

Appropriates a specified amount of funds to the Department of Water Resources for levee evaluation and repair, and related work, and flood control system improvements. Requires that the levee repairs for those critical levee erosion sites identified under a specified Governor's executive order be made with funds appropriated.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 34

CA AB 1039

AUTHOR: Nunez (D)
TITLE: Government: Environment: Bonds: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 31
SUMMARY:

Exempts specified levee, highway and bridge retrofit projects from the California Environmental Quality Act. Provides for a master environmental impact report for a plan adopted by the Department of Transportation for improvements to segments of Highway 99 funded by specified bond funds. Consents the jurisdiction of federal courts to the surface transportation project delivery pilot program. Provides for a consolidated permit or approval for urgent levee repairs funded by specified bond funds.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 31

AB 1467

AUTHOR:

Nunez (D)

TITLE:

Transportation Projects: Facilities: Partnerships

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

ENACTED:

05/19/2006

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

32

SUMMARY:

Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Authorizes regional transportation agencies to apply to develop and operate high-occupancy toll lanes. Limits the number of such projects.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 32

SB 837

AUTHOR:

Dutton (R)

TITLE:

Alternative Protest Pilot Project

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

ENACTED:

09/22/2005

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

272

SUMMARY:

Amends the Alternative Protest Pilot Project in connection with state agency acquisition of goods and services, including the acquisition of information technology goods and services. Deletes the repeal date and minimum contract attainment provisions required of the pilot project. Renames the project as the Alternative Protest Process. Requires the department to submit a report and recommendations regarding the process.

STATUS:

09/22/2005

Signed by GOVERNOR.

09/22/2005

Chaptered by Secretary of State. Chapter No. 272

SB 1266

AUTHOR:

Perata (D)

TITLE:

Highway Safety, Traffic Reduction, Air Quality

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

yes

INTRODUCED:

02/09/2006

ENACTED:

05/16/2006

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

25

SUMMARY:

Enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Authorizes a specified amount of general obligation bonds for transportation corridor improvements, trade infrastructure and port security projects, schoolbus retrofit, transportation improvements, transit and rail improvements, state-local transportation projects, transit security, local bridge retrofit, highway-railroad grade and crossing projects, highway rehabilitation, local street and road improvements.

STATUS:

05/16/2006

Signed by GOVERNOR.

05/16/2006

Chaptered by Secretary of State. Chapter No. 25

SB 1689 **AUTHOR:** Perata (D)
TITLE: Housing and Emergency Shelter Trust Fund Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 02/24/2006
ENACTED: 05/17/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 27
SUMMARY:
Enacts the Housing and Emergency Shelter Trust Fund Act of 2006. Authorizes the issuance of a specified amount of general obligation funds of which the proceeds will be used to finance various existing housing program, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes the Transit-Oriented Development Implementation Program to receive funding from the proceeds of the bond act.
STATUS:
05/17/2006 Signed by GOVERNOR.
05/17/2006 Chaptered by Secretary of State. Chapter No. 27

A SCA 7 **AUTHOR:** Torlakson (D)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
ADOPTED: 05/09/2006
DISPOSITION: Adopted
LOCATION: Chaptered
CHAPTER: 49
SUMMARY:
Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.
STATUS:
05/09/2006 Chaptered by Secretary of State.
05/09/2006 Resolution Chapter No. 49

MEMO

DATE: July 6, 2006

TO: Transportation and Communications Committee

FROM: Bob Huddy, Transportation Program Manager, 213-236-1972, huddy@scag.ca.gov

SUBJECT: Letter of Completion for Regionally Significant Transportation Investment Study for the Perris Valley Commuter Rail Project

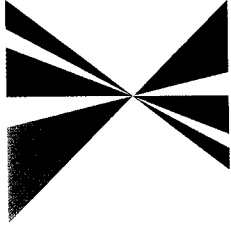
SUMMARY: The Regionally Significant Transportation Investment Study (RSTIS) Peer Review Group heard final presentations May 18, 2006 for the Perris Valley Commuter Rail Project. RSTIS Peer Review Group Members agreed that the study presented was complete and met the regional (2004 RTP) and federal requirements as outlined in SAFETEALU, and could thus be provided a **Letter of Completion**.

The Letter of Completion (attached) documents the Peer Review Group's agreement regarding the successful completion of the RSTIS process. This item confirms that SCAG will provide, under signature of the Director of Planning and Policy Department, a Letter of Completion with the above note according to adopted SCAG guidelines for the Perris Valley Commuter Rail Project RSTIS.

BACKGROUND: Once the provision of the Letter of Completion has been agreed upon, the RSTIS (formerly MIS) Process is complete and draft/final environmental analysis can be completed, if required for selected alternatives. If the locally preferred long-term strategy is different from the currently **adopted 2004 Regional Transportation Plan** it can be presented to the Regional Council for consideration as an amendment to the adopted Plan.

Attachment -- Letter of Completion: Perris Valley Commuter Rail Project RSTIS

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glaab, Laguna Niguel • Marilyn Poe, Los Alamitos

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wagner, Ontario

Ventura County: Judy Mikel, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

July 6, 2006

Mr. Eric Haley, Chief Executive Officer
Riverside County Trans. Commission
4080 Lemon Street
3rd Floor
Riverside, CA 92502-2208

Attention: Cathy Bechtel

Subject: Perris Valley Line Commuter Rail Study RSTIS

Dear Mr. Haley:

On November 29, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from ISTEA passage. The Major Investment Study (MIS) is one of these ISTEA requirements.

Subsequently, TEA-21 removed the requirement for a "stand-alone" MIS, the U.S. Department of Transportation (DOT) issued proposed new MIS regulations and guidance, expected to be finalized in 2001, and FHWA has advised observing existing MIS guidance until DOT guidelines are finalized.

SCAG's adopted 2004 RTP requires a transportation alternatives analysis study for all regionally significant transportation investments (RSTIS) that might utilize federal funds. Projects in this category are usually capacity adding transit and/or highway improvements.

Primary RSTIS components are (1) alternatives analysis, (2) public involvement, and (3) consultation among the MPO, county transportation commissions, transit operators, Caltrans, FHWA, FTA, state resource agencies and other investment stakeholders.

The range of alternatives considered in the North Perris Valley Line Commuter Rail Study (RSTIS) is sufficient to meet RSTIS Guidelines as adopted by SCAG's Transportation and Communications Committee. RCTC conducted an exemplary

public and agency outreach process that provided adequate opportunities for public involvement. Moreover, numerous meetings including the RSTIS Peer Review Group facilitated public agency involvement and consultation during the study process.

On May 18, 2006 the *RSTIS Peer Review Group* met and determined that the **Perris Valley Line Commuter Rail Study (RSTIS)** meets SCAG and FTA/FHWA requirements, and that the project is ready to advance from planning to the environmental impact and project development phase as necessary.

This correspondence documents the RSTIS Peer Review Group findings that the Perris Valley Line Commuter Rail Study (RSTIS) meets Metropolitan Planning Rules and is therefore granted this ***Letter of Completion***. If you have any questions, please contact me at (213) 236-1889 or Bob Huddy at (213) 236-1972.

Sincerely,

Hasan Ikhata
Director of Planning and Policy

CC: Ray Tellis, FTA/FHWA Los Angeles Metro Office
Gary Green, Caltrans District 8
Bob Huddy/RSTIS File, SCAG

REPORT

DATE: July 6, 2006

TO: Transportation & Communications Committee, Regional Council

FROM: Rich Macias, Manager of Transportation Planning and Programming
(213) 236-1805 macias@scag.ca.gov

SUBJECT: 2006 Regional Transportation Improvement Program (2006 RTIP)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

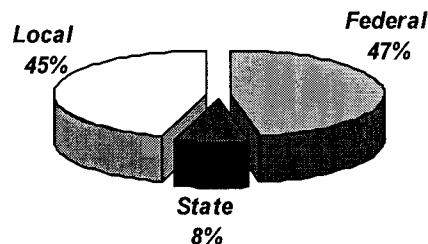
Approve the Draft 2006 RTIP, and also recommend to the Regional Council that it delegate authority to the Executive Committee to approve the final 2006 RTIP and associated transportation conformity determination.

SUMMARY:

The 2006 RTIP is composed of over 1400 projects and is programming \$19.3 billion in fiscal years FY 2006/07 – 2011/2012. Development of the RTIP involves constant communication with the county transportation commissions and Imperial Valley Association of Governments. SCAG is consistent with four of the five transportation conformity tests, with the exception of "interagency consultation and Public Involvement." This final test will be met by the end of July, as well as all requirements by the August Executive Committee meeting.

The table below reflects the amount of federal, state and local funding programmed in each fiscal year of the 2006 RTIP:

	<i>FEDERAL</i>	<i>STATE</i>	<i>LOCAL</i>	<i>TOTAL</i>
2006/07	\$2,230,215	\$351,626	\$2,421,339	\$5,003,180
2007/08	2,325,436	559,715	2,276,211	5,161,362
2008/09	2,278,363	225,506	1,692,076	\$4,195,945
2009/10	1,618,523	70,556	1,665,230	3,354,309
2010/11	429,058	11,666	885,875	1,326,599
2011/12	41,619	215	187,557	229,391
TOTAL	\$8,923,214	1,219,284	9,128,289	\$19,270,787
% of Total	47.1%	7.8%	45.2%	100.0%



BACKGROUND:

Federal requirements dictate that five transportation conformity tests must be met for the 2006 RTIP to be in compliance with federal regulations. Described below are the test criteria and SCAG findings:

✓ **Consistency with 2004 RTP Test**

The RTIP is required to be consistent with the adopted Regional Transportation Plan (policies, programs, and projects) to be eligible for funding.

Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP.

✓ **Regional Emissions Tests**

Emissions of specified pollutants and pollutant precursors must be less than or equal to the motor vehicle emissions budgets established in the applicable implementation plan. In absence of the applicable emissions budgets for conformity, interim emissions tests must be met. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

Finding: SCAG's 2006 RTIP regional emissions analysis for PM_{2.5} are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 Ozone SIP
- SCCAB (Ventura County) - 2004 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTIP regional emissions for the NO₂ precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO₂ SIP.

Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

Finding: SCAG's 2006 RTIP regional emissions for the PM₁₀ precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM₁₀ SIP.

Finding: SCAG's 2006 RTIP regional emissions for PM₁₀ are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM₁₀ SIP.

REPORT

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the Imperial County portion of SSAB.

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**

The RTIP must provide for timely completion or implementation of all TCMs available for funding in the applicable implementation plan. If behind schedule, obstacles to implementation must be identified and overcome.

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation.

✓ **Financial Constraint Test**

All projects programmed in the 2006 RTIP must be fiscally constrained.

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and funds are expected to be reasonably available for the remaining years.

Interagency Consultation and Public Involvement Test

Finding: The 2006 RTIP is complying with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group serves as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose. The public hearing is scheduled for June 29th at 10:00 a.m. at the SCAG offices. This item was prepared prior to the public hearing being conducted. Therefore, staff will update you on July 6th as to any comments received. The 30-day public review of the 2006 RTIP concludes on July 25 at 5:00 p.m. Once the public review has been completed, this test will be satisfied. Staff will provide the Committee and Regional Council with a matrix of the comments received upon completion of the public review period.

In addition, Street and Highways Code Section 182.6(e) and Section 182.7 (d) require that a metropolitan planning organization (MPO) submit its transportation improvement program not later than August 1 of each even-numbered year. Government Code Section 65074 stipulates that the State Department of Transportation submit the Federal Statewide Transportation Improvement Program (FSTIP) to the United States Secretary of Transportation by October 1 of each even-numbered year.

The current FSTIP expires on October 4, 2006. Delays in obtaining FSTIP approval should be avoided. An MPO not meeting the August deadline will necessitate that the State Department of Transportation

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amend the FSTIP at a later date to include the MPO's program. It is uncertain at this time as to the length of time involved in amending the program and ultimate receipt of federal approval for the program. SCAG policy committees and Regional Council are not scheduled to meet in August. This necessitates Staff recommending the Regional Council delegate authority to the SCAG Executive Committee to approve the 2006 RTIP and associated transportation conformity determination.

FISCAL IMPACT:

The staff resources for developing the 2006 RTIP are contained within the Fiscal years 2005/2006 & 2006/2007 SCAG budgets

DRAFT
2006
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(FISCAL YEAR 2006/07-2011/12)

EXECUTIVE SUMMARY

(Volume I of III)

June 2006



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

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EXECUTIVE SUMMARY

INTRODUCTION

This report is a summary of the 2006 Regional Transportation Improvement Program (RTIP) for the SCAG region. SCAG comprises the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2006 RTIP is a capital listing of all transportation projects proposed over a six-year period, Fiscal Years (FY) 2006/07 – 2011/12. This listing identifies specific funding sources and funding amounts for each project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The RTIP projects are consistent with the 2004 Regional Transportation Plan (RTP), which was adopted by SCAG on April 1, 2004 and its subsequent amendments. The RTIP is developed to implement the programs and projects in the RTP.

2006 RTIP

The 2006 RTIP programs a total of \$19.3 billion for implementing transportation projects within the next six fiscal years (FY 2006/07 – 2011/12). All projects incorporated into the 2006 RTIP are consistent with the current RTP policies, programs, and projects.

The 2006 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for analysis. From this list, SCAG developed the 2006 RTIP based on consistency with the current RTP, inter-county connectivity, and financial constraint and conformity satisfaction.

The 2006 RTIP implements the 2004 RTP. Upon approval by the federal agencies, the 2006 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 4, 2006, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2006 RTIP is consistent with the 2006 State Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2006 STIP.

FEDERAL TRANSPORTATION FUNDING – SAFETEA-LU

On August 10, 2005, President George W. Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

Actual target and programming levels for the 2006 RTIP and federal funding sources including the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the SAFETEA-LU legislation.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The 2006 RTIP for the SCAG Region is consistent with the 2006 STIP Fund Estimate, as approved by the California Transportation Commission (CTC) on September 29, 2005. The 2006 RTIP for the SCAG Region is also consistent with the 2006 STIP, as approved by the CTC on April 27, 2006. Accordingly, the 2006 STIP programming target for the SCAG Region over the five-year timeframe (FY2006/7 through FY2010/11) totals \$920 million. With the slight increase in expected revenues, the 2006 STIP reflects the scheduling of projects already programmed for delivery over the next three years to over the next five years.

The CTC also programs the State Highway Operations and Protection Plan (SHOPP), which covers operations and maintenance on the state highway system and freeways.

COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The 2006 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air

Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

TRANSPORTATION CONFORMITY

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants. To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the Metropolitan Planning Organizations). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements. The SIP includes two important components relative to transportation and air quality conformity analysis – emissions budgets and Transportation Control Measures (TCMs). Emissions budgets set an upper limit which transportation activities are permitted to emit. TCMs are strategies to reduce emissions from on-road mobile sources.

Transportation conformity is required under the CAA to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas") for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Non-Attainment/Maintenance Areas and Timeframes

The boundaries of the Federal non-attainment/maintenance areas [and their respective attainment years] in the SCAG region are as follows:

- Ventura County Portion of the South Central Coast Air Basin (SCCAB) - The entire county is a non-attainment area for 8-hour ozone [2010].
- South Coast Air Basin (SCAB) - The entire basin is a non-attainment or maintenance area for the following pollutants: NO₂ [1995]; CO [2000]; PM₁₀ [2006]; and PM_{2.5} [2015]; 8-hour ozone [2021].
- Antelope Valley and Victor Valley portion of Mojave Desert Air Basin (MDAB) - Non-attainment areas for 8-hour Ozone [2010].
- San Bernardino County Portion of MDAB -
 - Searles Valley (situated in the NW part of the county) is non-attainment for PM₁₀ [1994].
 - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM₁₀ [2000].

- The Riverside County Portion of Salton Sea Air Basin (SSAB) - The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: PM10 [2006]; 8-hour Ozone [2013].
- The Imperial County Portion of SSAB - The entire Imperial County portion of SSAB is designated as non-attainment for 8-hour ozone [2007] and PM10.¹

Eight-Hour Ozone Non-Attainment Areas

On April 15, 2004, EPA announced the non-attainment areas for 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hr ozone attainment years are between 2007 and 2021. The Transportation Conformity requirements became effective by June 15, 2005, which was also the date for the revocation of the 1-hour ozone standard. The federal agencies approved the 2004 RTP/RTIP 8-hour ozone conformity on May 12, 2005.

The SCAG region has five 8-hour ozone non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

**SCAG Region
Eight Hour Ozone Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
Ventura County Portion of SCCAB	Moderate	2010
South Coast Air Basin	Severe-17	2021
Antelope Valley and Western MDAB	Moderate	2010
Coachella Valley Portion of SSAB	Serious	2013
Imperial County Portion of SSAB	Marginal	2007

The ARB must submit 8-hour ozone SIPs to U.S. EPA by June 15, 2007.

PM10 Non-Attainment Areas

The SCAG region has five PM10 non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

¹ With the exception of a small area in the eastern portion of Imperial County, the rest of the county is designated as a PM10 non-attainment area. No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

**SCAG Region
PM10 Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin	Serious	2006
Searles Valley Portion of MDAB	Moderate	1994
San Bernardino County Portion of MDAB (excluding Searles Valley)	Moderate	2000
Coachella Valley Portion of SSAB	Serious	2006
Imperial County Portion of SSAB	Moderate	*

* No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

The federal agencies approved conformity for all PM10 non-attainment areas on June 7, 2004 for the 2004 RTP, and October 4, 2004 for the 2004 RTIP.

PM2.5 Non-Attainment Area

In the SCAG region, the South Coast Air Basin is the only area that has been designated by U.S. EPA as a PM2.5 non-attainment area. The PM2.5 attainment year for the South Coast Air Basin is 2010 with an allowable five year extension (i.e., 2015). The ARB has until April 5, 2008, to submit the SIP for the PM2.5 standard to EPA.

The federal agencies approved the 2004 RTP/RTIP PM2.5 conformity on March 30, 2006.

SIPs and Emission Budgets

The 2006 RTIP must conform to the applicable SIPs (emissions budgets and the TCMs]. The March 1999 court ruling (*Sierra Club v. EPA*) required that conformity findings be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

Emission Budgets

The SIPs are based on the 2003 or 2004 AQMPs that were prepared by the respective air districts in association with ARB and SCAG. For the 2006 RTIP conformity determination, the applicable emissions budgets are established in the following SIPs:

1-hour Ozone SIP for the Ventura County portion of SCCAB: EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

SIPs for the SCAB area: EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in Federal Register Vol. 69, No. 58 - March 25, 2004.

1-hour Ozone SIP for the Southeast Desert Modified area: The area is composed of three pieces: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each provides its data to ARB and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

Note that for 8-hour ozone, the budget for the Antelope Valley and Victor Valley portions of the MDAB is the sum of the original 1-hour ozone budgets submitted to ARB by the applicable air districts. The Coachella Valley 8-hour ozone budget is the same as the 1-hour ozone budget submitted to ARB by the SCAQMD.

PM10 SIP for Coachella Valley portion of SSAB: EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 on March 25, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region.

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2006 RTIP. The following areas are subject to the interim emissions tests:

- **SCAB** – PM2.5 non-attainment area
- **San Bernardino County (MDAB)** - PM10 non-attainment area
- **Searles Valley area (MDAB)** - PM10 non-attainment area
- **Imperial County (SSAB)** - PM10 and ozone non-attainment areas

Applicable TCMs

The SIP documents for the applicable TCMs are listed below:

- **SCAB** - The TCM01 categories were established in the 1994 Ozone SIP and they function as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis). The TCM categories in the 2003 Ozone AQMP/SIP (submitted to EPA for final approval) as well as in the 1997 (as amended in 1999) Ozone AQMP/SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/SIP. Upon approval by EPA, the TCM categories in the 2003 Ozone AQMP/SIP will replace the current ones. (It should be noted that SAFETEA-LU, August 2005, mandates new substitution procedures for TCMs.)

- **The Ventura County portion of SCCAB** - The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding (timely implementation of TCM analysis).

The 2004 Ozone AQMP/SIP was prepared to address the new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the applicable 1-hour ozone SIP remain the same.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region.

SIP Status in Other Areas

- **Searles Valley Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. The MDAQMD has requested re-designation of the Trona portion of the Searles Valley PM10 non-attainment area to attainment status. There are no projects in this area and the area has not experienced a federal exceedance for more than 10 years.
- **San Bernardino County Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. MDAQMD is seeking EPA approval to make a "Clean Data Finding" for this area.
- **Imperial County Portion of SSAB (PM10)** - On October 9, 2003, the 9th U.S. District Court in Sierra Club v. EPA ordered EPA to reclassify Imperial County to "Serious". ICAPCD, ARB, and EPA are working together to interpret the Court requirements and its time frame. At the present time, there is no applicable SIP for this PM10 non-attainment area.
- **Imperial County Portion of SSAB (Ozone)** - The Imperial County portion of SSAB is a non-attainment area for 8-hour ozone and a new SIP is being development.

Conformity Analysis and Findings

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Rule requirements, SCAG's 2006 RTIP needs to pass five tests.

- Consistency with SCAG's RTP
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
- Regional Emission Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 CFR, Section 93.113)

- Financial Constraint Analysis
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
- Interagency Consultation and Public Involvement Analysis
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Summary of Regional Emissions Analyses

EPA's Transportation Conformity Rule requires that the 2006 RTIP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

A summary of the regional emissions analyses are presented in the following tables, which are organized by air basin geography and pollutant. Details of the modeling methodologies and regional emissions analyses are included in Technical Appendix, Section II - Regional Emissions Analysis, of this document. The analyses show that the 2006 RTIP meets all applicable regional emissions analysis tests.

VENTURA COUNTY PORTION OF SOUTH CENTRAL COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	14.300	14.300	14.300
	Plan	10.650	6.170	4.170
NOx	Budget	21.400	21.400	21.400
	Plan	15.080	6.820	4.370

SOUTH COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	216.000	155.000	155.000	155.000
	Plan	214.080	152.121	107.647	73.197
NO _x	Budget	464.000	352.000	352.000	352.000
	Plan	450.977	349.956	184.629	120.879

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	251.000	251.000	251.000	251.000
	Plan	247.050	189.846	106.938	72.544
NO _x	Budget	549.000	549.000	549.000	549.000
	Plan	537.148	418.736	193.129	125.787
PM10	Budget	166.000	166.000	166.000	166.000
	Plan	158.972	155.823	151.893	152.274

PM2.5 (Annual Emissions [tons/year])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	260,650	260,650	260,650
	Plan	152,839	70,492	45,912
PM2.5	Base Year*	4,844	4,844	4,844
	Plan	4,573	4,417	4,639

* Base Year = 2002

PM2.5 (24-Hour Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	714.11	714.11	714.11
	Plan	418.74	193.13	125.79
PM2.5	Base Year*	13.27	13.27	13.27
	Plan	12.53	12.10	12.71

CO (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
CO	Budget	3,361.000	3,361.000	3,361.000
	Plan	1,817.970	863.514	530.35

NO₂ (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO ₂	Budget	686.000	686.000	686.000
	Plan	449.597	206.008	133.040

WESTERN MOJAVE DESERT AIR BASIN - ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	19.100	19.100	19.100	19.100
	Plan	16.506	13.310	7.690	6.340
NO _x	Budget	52.100	52.100	52.100	52.100
	Plan	48.268	41.570	19.270	14.360

MOJAVE DESERT AIR BASIN - SAN BERNARDINO COUNTY PORTION

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	9.064	10.937	13.176
	Build	8.828	10.888	13.058

MOJAVE DESERT AIR BASIN - SEARLES VALLEY

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	0.1119	0.1286	0.1428
	Build	0.1119	0.1286	0.1428

SALTON SEA AIR BASIN - COACHELLA VALLEY PORTION

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2013</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	4.100	4.100	4.100	4.100	4.100
	Plan	3.985	3.361	2.867	2.234	1.838
NO _x	Budget	11.100	11.100	11.100	11.100	11.100
	Plan	11.085	9.295	7.613	4.913	3.460

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	Budget	10.900	10.900	10.900	10.900
	Plan	8.726	8.933	9.325	9.717

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	No Build	7.22	5.62	5.72
	Build	7.22	5.60	5.67
NO _x	No Build	11.79	8.88	7.81
	Build	11.79	8.87	7.79

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	5.73	7.61	9.81
	Build	5.69	7.40	9.41

Conformity Determinations

SCAG has made the following conformity findings for the 2006 RTIP under the required Federal tests.

✓ **Consistency with 2004 RTP Test**

Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP (policies, programs, and projects).

✓ **Regional Emissions Tests**

Finding: SCAG's 2006 RTIP regional emissions for PM2.5 are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 Ozone SIP
- SCCAB (Ventura County) - 2004 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTIP regional emissions for the NO2 precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO2 SIP.

Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

Finding: SCAG's 2006 RTIP regional emissions for the PM10 precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions for PM10 are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the Imperial County portion of SSAB.

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

✓ **Financial Constraint Test**

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and for the remaining years the funds are reasonably expected to be available.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2006 RTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group has served as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose.

FINANCIAL PLAN

The 2006 RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per Title 23 USC Section 134(h) and CFR 450.324 (e),

SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available, including federal, state, and local sources, to meet programming needs.

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first three years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first three years of the RTIP do not exceed expected revenues for the first three years of the RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint.

SCAG is also responsible for making the following determinations:

- ◆ The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.
- ◆ The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG recognizes that the final resolution of the FY 2006/7 State Budget could further impact the Fund Estimate, and the 2006 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions.

Programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) programs are based upon the estimated distribution of funds provided in the SAFETEA-LU legislation.

The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The 2006 RTIP contains projects and programs totaling approximately \$19.3 billion over the next six years. Exhibit 1 is a summary of fund sources categorized as federal, state, or local sources. Exhibit 1 and its accompanying pie chart illustrate that 47.1 percent of the total \$19.3 billion is from federal funds, 7.8 percent is from state funds, and 45.1 percent is from local funds.

Exhibit 1
Summary of 2006 RTIP by Funding Source
(in 000's)

	FEDERAL	STATE	LOCAL	TOTAL
2006/07	\$2,230,215	\$351,626	\$2,421,339	\$5,003,180
2007/08	2,325,436	559,715	2,276,211	5,161,362
2008/09	2,278,363	225,506	1,692,076	\$4,195,945
2009/10	1,618,523	70,556	1,665,230	3,354,309
2010/11	429,058	11,666	885,875	1,326,599
2011/12	41,619	215	187,557	229,391
TOTAL	\$8,923,214	1,219,284	9,128,289	\$19,270,787
% of Total	47.1%	7.8%	45.1%	100.0%

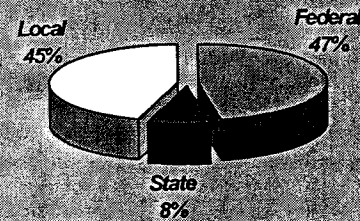
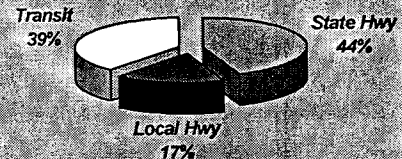


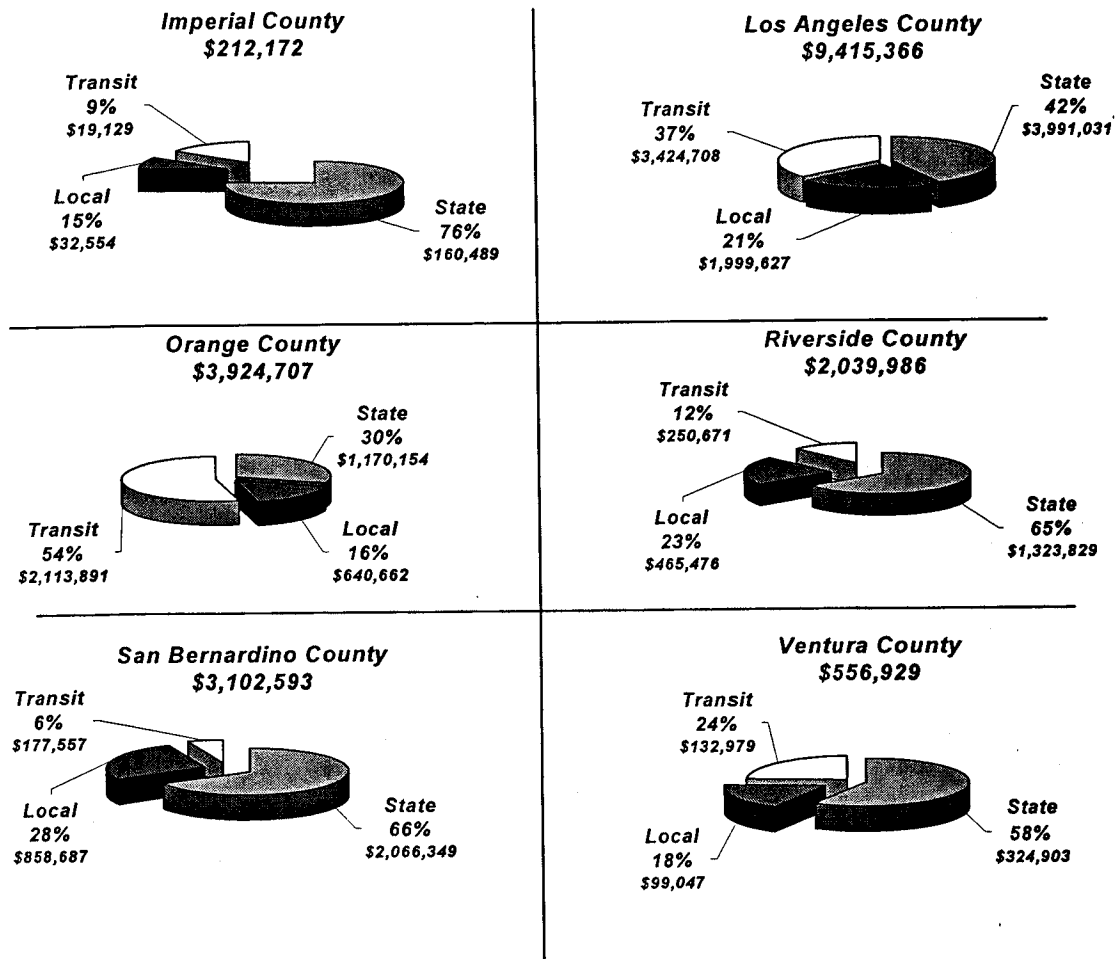
Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 44.6 percent of the total \$19.3 billion in the RTIP is programmed in the State Highway Program, 16.7 percent in the Local Highway Program, and 38.7 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2006 RTIP).

Exhibit 2
Summary of 2006 RTIP by All Programs
(in 000's)

	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2006/07	\$1,914,681	1,248,173	1,840,326	\$5,003,180
2007/08	2,689,331	855,957	1,616,074	5,161,362
2008/09	2,056,061	829,703	1,310,181	\$4,195,945
2009/10	1,777,140	662,306	914,863	3,354,309
2010/11	509,297	409,382	407,920	1,326,599
2011/12	92,955	93,437	42,999	229,391
Total	\$9,039,465	4,098,958	6,132,363	\$19,270,787
% of Total	44.6%	16.7%	38.7%	100.0%



The six pie charts below summarize the funds programmed in the 2006 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG working closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD), ARB, EPA, and all transit operators in the SCAG region developed the 2006 RTIP. In addition, the Transportation Conformity Working Group, the Modeling Task Force and the Regional Transportation Agencies Coalition (RTAC) functioned as part of the interagency consultation on all related matters.

EPA and USDOT assisted in the interpretation of the Transportation Conformity Rule and TEA-21 requirements to ensure that SCAG's analysis fulfills the conformity requirements. ARB and Caltrans assisted in providing the latest model assumptions. The County Transportation Commissions, IVAG, Caltrans (Districts 7, 8, 11, and 12), and the CTC assisted in providing additional detail on the design concept and scope of federally and non-federally funded projects in the RTIP. They also compiled information from local jurisdictions to demonstrate timely implementation of TCMs in the applicable implementation plans. Transit operators provided their input into this process through their respective County Transportation Commissions and IVAG.

A public hearing on the 2006 RTIP is scheduled at the SCAG offices on June 29, 2006. The 2006 RTIP is available at the SCAG offices, on the SCAG website at www.scag.ca.gov, and at 47 libraries throughout the six-county region (library listing posted on SCAG website).

REPORT

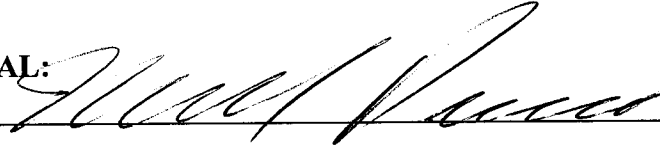
DATE: July 6, 2006

TO: Transportation and Communications Committee (TCC)

FROM: Philip Law, Senior Regional Planner Specialist, 213-236-1841, law@scag.ca.gov
Naresh Amatya, Transportation Program Manager, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Delegation of Authority to Executive Committee to Adopt the 2004 Regional Transportation Plan (RTP) Amendment

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the Draft 2004 RTP Amendment and recommend to the Regional Council that it delegate authority to the Executive Committee to adopt the final 2004 RTP Amendment.

SUMMARY:

On June 1, 2006, the TCC released the Draft 2004 RTP Amendment for a 30-day public review and comment period. The public comment period closes on July 7, 2006, and the final Amendment will be ready for adoption in August. However, the Regional Council and policy committees will not meet in August. Staff recommends that the Regional Council delegate authority to the SCAG Executive Committee to approve the 2004 RTP Amendment.

SCAG staff has determined that the RTP, if amended, would continue to meet the conformity requirements, including emissions analysis and financial constraint. The only remaining component of the amendment process that must be addressed is the response to public comments received. Staff will provide the TCC and Regional Council a matrix of comments received upon completion of the public review period.

BACKGROUND:

Omnitrans has requested that SCAG amend the 2004 RTP to add a bus rapid transit project, called sbX for San Bernardino Express, to San Bernardino County. The sbX project is ready to advance to the project development phase, but will not receive approval to do so from the Federal Transit Administration until the project is included in the RTP. The sbX project is not currently included in the 2004 RTP. SCAG staff has determined that the RTP, if amended, would continue to meet the conformity requirements, including emissions analysis and financial constraint. The sbX project is also included in the Draft 2006 RTP.

The Notice of Availability and the Draft Amendment document are available at major libraries across the region and also at the SCAG web page, www.scag.ca.gov, under "What's New". A public hearing is scheduled at SCAG on July 6, 2006 from 9 a.m. to 10 a.m. The public comment period closes at 5 p.m. July 7, 2006.

FISCAL IMPACT:

Funds for RTP development are included in the FY 05/06 and FY 06/07 Overall Work Program.

DRAFT

**2004 REGIONAL TRANSPORTATION PLAN
AMENDMENT**

June 1, 2006



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INTRODUCTION

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments over the next 25 years.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2), and amended it once on February 2, 2006 (resolution #06-471-3). The RTP was developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of transportation and related stakeholders, as required under the Transportation Equity Act for the 21st Century (TEA-21).

Omnitrans, a public transit agency providing bus service to parts of San Bernardino County, has requested that SCAG amend the 2004 RTP to include the E Street Transit Corridor project, called sbX (see Attachment A). The sbX project is located within the cities of San Bernardino and Loma Linda in San Bernardino County.

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the RTP amendment are incorporated into this document.



PROJECT DESCRIPTION

The 2004 RTP Amendment will add a new Bus Rapid Transit (BRT) project called sbX, which stands for San Bernardino Express. BRT is designed to provide fast, high-quality bus service. It can operate in mixed traffic or in dedicated guide-ways, take advantage of signal priority at intersections, board and alight passengers through streamlined processes, and improve bus stop spacing at planned stations. The 2004 RTP calls for a region-wide BRT expansion, including additional service for Los Angeles County's Metro Rapid system and the implementation of new BRT systems in Orange and Riverside Counties. The addition of sbX will bring BRT to San Bernardino County.

sbX E Street Transit Corridor

The sbX project is a 16-mile BRT project located in the cities of San Bernardino and Loma Linda in San Bernardino County. The project serves 16 stops along the E Street Transit Corridor, including California State University at San Bernardino in the north and Loma Linda University Medical Center and the VA Hospital in the south. The anticipated completion date for this project is 2010. The sbX is depicted in Figure 1.

Specifically, the Amendment adds the following text to Table 4.10 (page 108) of the 2004 RTP document:

Table 4.10

Transit Corridor Projects

<i>Project</i>	<i>Type</i>	<i>Implementation Schedule</i>	<i>County</i>
sbX E Street Transit Corridor	Bus Rapid Transit	2010	San Bernardino

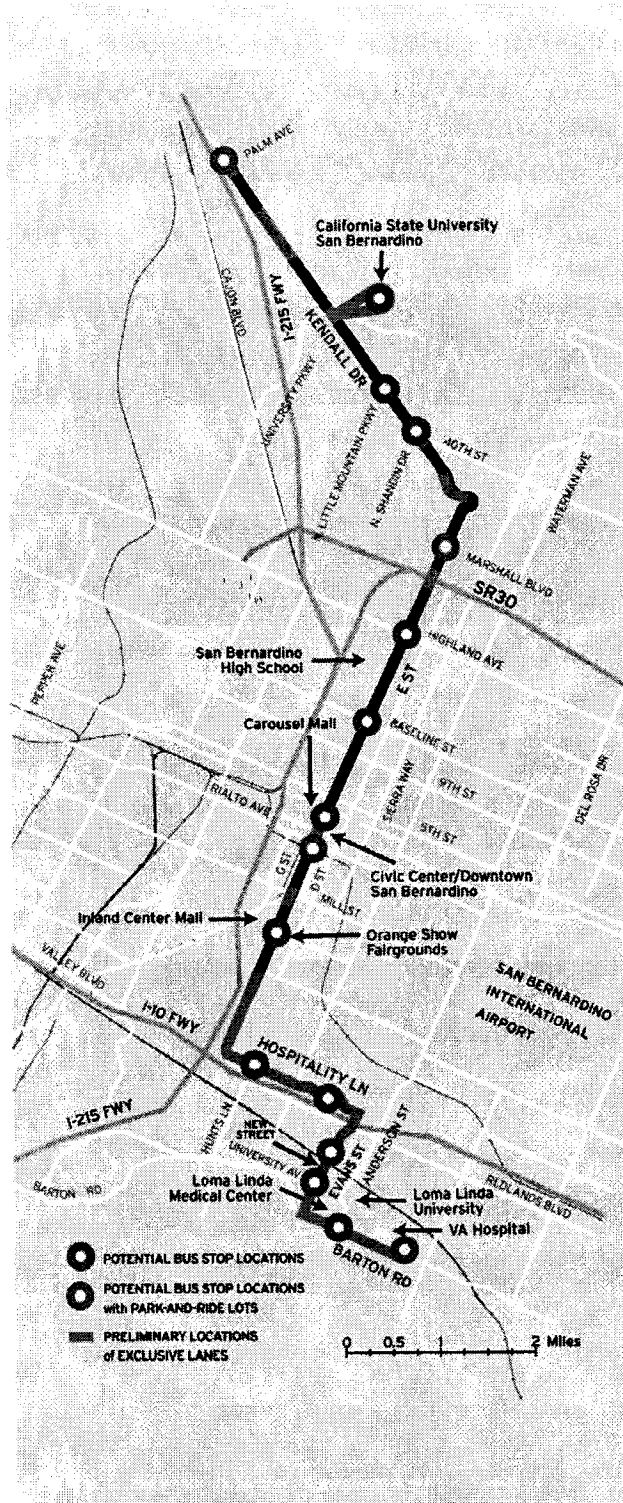
The Amendment further revises page I-173 of the 2004 RTP Technical Appendix I by adding the following text:

2004 RTP – Plan Projects

CO	Category	Route/Program	From	To	Description	Public Funding	Private/Other Funding	Completion Year	RTP ID
SB	Transit	sbX E Street Transit Corridor	San Bernardino	Loma Linda	Bus Rapid Transit	\$153,000,000		2010	4TR0603



Figure 1 – sbX E Street Transit Corridor



FISCAL IMPACT

The 2004 RTP Amendment includes the addition of the Omnitrans' E Street Transit Corridor bus rapid transit (BRT) project—also known as the San Bernardino Express (sbX). After reviewing funding considerations for this project, SCAG finds that the amendment does not adversely impact the financial constraint of the 2004 RTP. The Plan remains financially constrained. The fiscal impact of the amendment is summarized below.

The sbX BRT service along the E Street Transit Corridor in the cities of San Bernardino and Loma Linda has a total capital cost of \$153 million (Long-term Locally Preferred Alternative) with an annualized operating cost of \$12.5 million.

In the 2004 RTP, SCAG included \$364 million for local transit service in San Bernardino County. This level of funding was set aside in anticipation of new rapid transit (BRT) projects as identified in Omnitrans' short-range plan for FY2004-FY2009. The following initial sources of funding have been identified to cover capital project costs:

- FTA Section 5309 – 50 percent (New Starts/Small Starts)
- FTA Section 5307 – 20 percent
- Measure I – 30 percent

It is anticipated that funding for operating costs would come from a combination of passenger fare revenues, Measure I, and Local Transportation Funds (LTF).

In order to become eligible for federal funds, Omnitrans is following the New Starts process, as prescribed by the Federal Transit Administration (FTA). Accordingly, detailed financial plan development efforts are underway—with more extensive evaluation of funding sources for the local match of federal funds.

CONFORMITY FINDINGS

Federal Requirements

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the amendment's approval and conformity finding by the Regional Council. This includes an interagency consultation, release of the draft document for a 30-day public review and comment period, SCAG's responses on the written comments, and a public hearing at the Regional Council meeting prior to the final action on the amendment. Once the Regional Council approves the amendment, it will then be submitted to the federal agencies for the final conformity determination.

Sections 93.119(e) and 93.122(g) are the relevant parts of the Transportation Conformity rule for these amendments.

Conformity Status of Current RTIP and RTP

On June 7, 2004, the federal conformity determination for the 2004 RTP was issued for the following non-attainment and maintenance areas:

- South Coast Air Basin (SCAB – Ozone, CO, NO₂, and PM₁₀)
- San Bernardino County portion of the Mojave Desert Air Basin (MDAB – PM₁₀)
- Coachella Valley portion of the Salton Sea Air Basin (SSAB - PM₁₀)
- Imperial County portion of SSAB (Ozone and PM₁₀)

The federal conformity determination for the Ventura County portion of the South Central Coast Air Basin (ozone) and the Southeast Desert Modified ozone area was issued by the federal agencies on June 16, 2004 although the effective date for the conformity determination for the entire SCAG 2004 RTP, including all of the air basins is June 7, 2004.

On October 4, 2004, the federal agencies approved funding and determined conformity of the 2004 RTIP. The federal funding approval of the 2004 RTIP will expire on October 4, 2006. The 2004 RTIP is based on the 2004 RTP and implements the projects and programs included in the fiscal years (2004/05 – 2009/2010) of the 2004 RTP.

On March 30, 2006 a federal conformity determination for the 2004 RTP was issued for the South Coast Air Basin which is designated as non attainment for PM_{2.5}.

Summary of the 2004 RTP Regional Emissions Analyses

The regional emissions analysis methodology for this amendment to the 2004 RTP uses two sets of calculations. For pollutants with emissions budgets the test used is the budget test. Only one pollutant in the SCAB (PM_{2.5}) does not currently have a budget. Until the budget is established, the less than base year test is used for analysis. A summary of the regional emissions analysis (conformity finding) is tabulated below.

The regional emissions analysis for the amendment was performed using SCAG's Regional Transportation Model used for the 2004 RTP and RTIP, and utilizes the planning, socioeconomic and model assumptions from the 2004 RTP and RTIP. The applicable conformity findings and detailed modeling assumptions can be found at:

<http://www.scag.ca.gov/rtp2004/2004draft/FinalPlan.htm>

and:

<http://www.scag.ca.gov/rtp/final04/SecII.pdf>

Conformity Findings

SCAG has completed its analysis of the proposed changes to the 2004 RTP. SCAG's findings for the approval of this amendment are as follows:

Overall

Statement of Fact: Inclusion of this amendment in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

Finding: SCAG has determined that the 2004 RTP Amendment is consistent with all federal and state requirements and complies with the federal conformity regulations.

Regional Emissions Analysis – South Coast Air Basin (SCAB)

Finding: The 2004 RTP Amendment's regional emissions for Ozone precursors (NOx, ROG/VOC) are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP)

Finding: The 2004 RTP Amendment's regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment's regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment's regional emissions for PM10 (particulate matter less than 10 microns in size) precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment's regional emissions for direct PM2.5 and NOx are less than the baseline year (2002) for the 24-hour and the annual standard in the SCAB.

Timely Implementation of TCMs

Finding: The 2004 RTP Amendment does not change funding and timely implementation of SCAB TCM projects. All SCAB TCM projects in the federally approved conforming 2004 RTP are given funding priority and are on schedule for implementation.



Fiscal Constraint Analysis

Finding: All projects listed in the 2004 RTP (including the proposed amendment) are financially constrained for all fiscal years. Fiscal constraint is analyzed in a separate section of this report.

Interagency Consultation and Public Involvement Analysis

Finding: SCAG has consulted with the respective transportation and air quality planning agencies. The proposed sbX E Street Corridor was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on February 28, 2006 and May 23, 2006. In addition, the proposed Amendment to the 2004 RTP will undergo the required consultation and public participation process. A 30 day public comment period announcement is expected to be posted on the SCAG website by Thursday, June 1, 2006.



Regional Emissions Analysis – South Coast Air Basin (SCAB)

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project is located within the SCAB; emissions changes in other air basins due to the proposed project are negligible and therefore are not included in this summary report.

OZONE – SUMMER (8HR)

<u>ROG</u>	<u>YR 2005</u>	<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	258.467	212.754	151.201	107.250	73.187
BUDGET	263.000	216.000	155.000	155.000	155.000
<u>NOx</u>	<u>YR 2005</u>	<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	542.271	453.459	349.166	184.312	120.859
BUDGET	546.000	464.000	352.000	352.000	352.000

Conformity finding requirement: RTP emissions must be equal to or less than budget

CARBON MONOXIDE (CO) - WINTER

<u>CO</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	2,597.739	1,808.566	859.986	530.271
BUDGET	3,361.000	3,361.000	3,361.000	3,361.000

Conformity finding requirement: RTP emissions must be equal to or less than budget

NITROGEN DIOXIDE (NO2) - WINTER

<u>NOx</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	613.664	448.688	205.652	133.040
BUDGET	686.000	686.000	686.000	686.000

Conformity finding requirement: RTP emissions must be equal to or less than budget



PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

	<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<u>ROG</u>				
Amended 2004 RTP	245.350	188.885	106.482	72.544
BUDGET	251.000	251.000	251.000	251.000

NOx

Amended 2004 RTP	534.144	417.857	192.763	125.758
BUDGET	549.000	549.000	549.000	549.000

PM10

Amended 2004 RTP	165.927	163.355	161.520	163.923
BUDGET	166.000	166.000	166.000	166.000

Conformity finding requirement: RTP emissions must be equal to or less than budget

DIRECT PM2.5 EMISSIONS - 24-Hour

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP				
Exhaust	10.48	9.48	8.82	9.20
Tire Wear	0.83	0.89	0.99	1.08
Brake Wear	1.97	2.10	2.25	2.44
Total PM2.5 Exhaust	13.27	12.47	12.06	12.72
Base Year Emissions	13.27	13.27	13.27	13.27
Difference from Base Year	N/A	-0.80	-1.21	-0.55

Conformity finding requirement: RTP emissions must be equal to or less than base year

DIRECT PM2.5 EMISSIONS - Annual

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP				
Exhaust	3,825	3,460	3,219	3,358
Tire Wear	303	325	361	394
Brake Wear	719	767	821	891
Total PM2.5 Exhaust	4,844	4,552	4,402	4,643
Base Year Emissions	4,844	4,844	4,844	4,844
Difference from Base Year	N/A	-292	-442	-201

Conformity finding requirement: RTP emissions must be equal to or less than base year



OXIDES OF NITROGEN (NOx) - 24-Hour

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	715.34	417.86	192.76	125.76
Base Year Emissions	715.34	715.34	715.34	715.34
Difference from Base Year	N/A	-297.48	-522.58	-589.58

Conformity finding requirement: RTP emissions must be equal to or less than base year

OXIDES OF NITROGEN (NOx) - Annual

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	261,099	152,518	70,359	45,902
Base Year Emissions	261,099	261,099	261,099	261,099
Difference from Base Year	N/A	-108,581	-190,741	-215,198

Conformity finding requirement: RTP emissions must be equal to or less than base year



ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

Introduction

This document is an Addendum to the Final Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP or "Plan"), prepared and certified by the Southern California Association of Governments (SCAG) in April 2004 and as amended on February 2, 2006.

Omnitrans, a public transit agency providing bus service to parts of San Bernardino County, has requested that SCAG amend the 2004 RTP to include the E Street Transit Corridor project, a bus rapid transit (BRT) project called sbX (see Attachment A). The sbX project is located within the cities of San Bernardino and Loma Linda in San Bernardino County. This 2004 PEIR Addendum evaluates the potential environmental effects associated with including the sbX project in the 2004 RTP.

As the Lead Agency under the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) SCAG prepared a Final PEIR (SCH No. 2003061075) to evaluate the potential environmental impacts associated with implementation of the Plan. The Plan is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. Although the Plan has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the Plan is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The Plan includes both specific projects and strategies that address transportation and urban form. The purpose of the PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, programs, and policies included in the Plan. The PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP.

The 2004 RTP PEIR, focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).¹ As such, the PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168, 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

¹ Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)



Basis for Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.
- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

The conditions described in CEQA section 15162 subdivision (a) have not occurred. As described in the project description, the sbX project is a 16 mile Bus Rapid Transit (BRT) designed to facilitate movement within San Bernardino and Riverside Counties. The proposed inclusion of the sbX project does not require a major revision to the PEIR, as no new significant environmental effects have been identified, nor did the analysis identify a substantial increase in the severity of previously identified significant effects. Furthermore, the sbX does not represent a substantial change to the circumstances under which the project (i.e., the Plan) was undertaken. Although the sbX is not specifically included in the RTP, it is consistent with the goals and policies of the Plan and therefore does not represent a substantial change, as no new significant environmental effects have been identified. While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. No changes to the mitigation measures contained in the 2004 PEIR are proposed.

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.



- ~~(2)~~ Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Purpose

This amendment to the 2004 RTP is requested to allow Omnitrans to move forward with the necessary environmental analysis as required by the Federal Transit Administration and under NEPA. The purpose of this Addendum is to evaluate the environmental effects of formally including the following project in the 2004 RTP:

sbX E Street Transit Corridor – The sbX E Street Transit Corridor 16-mile BRT project located in the cities of San Bernardino and Loma Linda in San Bernardino County.

Omnitrans is currently proposing to implement the Locally Preferred Alternative which consists of 16 stops, including California State University at San Bernardino in the north and Loma Linda University Medical Center and the VA Hospital in the south. The Locally Preferred Alternative generally follows Kendall Drive from California State University south to E Street, through downtown San Bernardino, east on Hospitality Lane and south to Loma Linda. It runs through a variety of land uses including low-density residential to the north and more intense commercial development along E Street. The southern end of the corridor includes public, educational and medical facilities.

As currently proposed, the downtown portion along E Street would require the removal of some parking, but would not require taking a lane of traffic as in some other proposed alignments. The southern portion from the Hospitality Lane commercial area to the VA Hospital uses an elevated transitway that would be constructed as part of the project. The elevated transitway would extend over I-10 and connect to the Evans Street Corridor, which is included as a separate project in the 2004 RTP. The Locally Preferred Alternative is depicted in Figure 1. The project route is still subject to further refinements that will be done through project specific review and analysis. The anticipated completion date for this project is 2010.



The 2004 RTP includes hundreds of projects, and thus, one project represents a relatively minor modification to the entire Plan. The inclusion of the sbX E Street Transit Corridor is a refinement to the 2004 RTP based on a continuous need to improve and integrate transportation and land use planning in the region. Furthermore, this project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA and all other applicable regulations.

Although the proposed sbX E Street Transit Corridor was not identified in the 2004 RTP PEIR, the project is consistent with the scope, goals and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. The PEIR broadly discusses potential significant impacts at the programmatic level based on conceptual project plans and broadly defined transportation corridors. An evaluation of general corridors, proposed alignments and programs is inclusive and adequate for purposes of a programmatic level environmental assessment.

As stated, Omnitrans has identified the Locally Preferred Alternative for the E Street Project, although the project route is still subject to further refinements. The purpose of this amendment to the RTP and Addendum to the PEIR is to allow Omnitrans to move forward with the necessary project specific route refinement and environmental analysis required by the Federal Transit Administration and NEPA. The alternative selected through the NEPA process could differ in whole, or in part, from the Locally Preferred Alternative. As such, SCAG has assessed the additional project at the programmatic level, and finds that inclusion of the project is consistent with the analysis, mitigation measures and Findings of Fact contained in the 2004 PEIR. Further, SCAG finds that the inclusion of the proposed project in the RTP does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR.

Analysis of Impacts

Land Use

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general as well as specific components of the sbX E Street Corridor, such as the Evan Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general would be expected to occur.

Although the sbX E Street Transit Corridor, as described, would generally operate along existing right of way, some portions of the Locally Preferred Alternative would involve new construction. One of the segments, the Evans Street Corridor, is included in the 2004 RTP, a second segment - an elevated transitway over I-10 to the Evans Street Corridor is not currently in the RTP.

It is possible that site specific impacts could occur, particularly on segments where new construction is proposed. Impacts expected would primarily be to sensitive receptors. Although the 2004 PEIR did not analyze the sbX project specifically, it did conclude that that projects similar in size and scope to the sbX E Street Corridor could cause significant unavoidable impacts. Impacts from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. The analysis in the 2004 PEIR (p. 3.1-1- 3.1-20) adequately addressed impacts to the region that could result from implementation of the RTP at the program level. Therefore, incorporation of the sbX E Street Corridor project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.



Population, Housing and Employment

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Implementation of the proposed project could result in site specific impacts such as induced growth along the proposed corridor. In addition, the proposed project could contribute to cumulative impacts on population, housing and employment. These impacts are within the range of impacts assessed at the programmatic level in the 2004 RTP PEIR (p. 3.2-12 -3.2-16). Furthermore, detailed project-level analysis will be performed by the implementing agency. This analysis will also include mitigation measures as appropriate. Inclusion of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

Transportation

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identifies four significant impacts from implementation of the 2004 RTP; these include increased Vehicle Miles Traveled (VMT), higher average delay, increased heavy duty truck delay and a cumulatively considerable impact on counties outside the SCAG Region. As a transit project, the sbX project would be expected to have a beneficial effect on transportation related impacts identified in the PEIR. The proposed project would link major activity centers including Loma Linda VA Hospital, Loma Linda University and California State University San Bernardino. This option is consistent with PEIR mitigation measures included in the 2004 PEIR intended to reduce delay; these include maximizing the benefits of the land-use transportation connection (p. 3.3-24). Furthermore, transit projects such as the sbX E Street Corridor are generally considered to off-set potential impacts of the overall transportation network. Analysis in the 2004 PEIR adequately addressed impacts that could result from projects such as the sbX E Street Transit Corridor at the program level. The proposed project will be evaluated at the project-level to identify potential localized transportation impacts. Incorporation of the project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Air Quality

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The proposed project would not have a significant adverse effect on regional air quality. The sbX E Street Corridor is considered a Transportation Control Measure (TCM) and as such would provide an air quality benefit to the region. The regional emissions analysis performed for the RTP Amendment determined this project would not result in an exceedance of established emissions budgets within the South Coast Air Basin. Therefore, incorporation of this



project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Noise

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The increase in bus service along the proposed route could cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR noise chapter (3.5-17- 3.5-27) adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level. Impacts from the sbX E Street Corridor would be expected to fall within the range of impacts previously identified. The sbX E Street Corridor will be further analyzed at the project level to determine if site specific impacts would occur and to identify appropriate mitigation measure. The analysis in the 2004 RTP PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the sbX E Street Corridor into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

Aesthetics and Views

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Implementation of the proposed project is not anticipated to cause a significant adverse impact on aesthetics or views. The proposed modifications would be on an existing system and, with the exception of the elevated transitway over I-10, at grade. The 2004 PEIR identifies significant impacts on aesthetics and views such as obstruction of scenic views by construction, creating a visual contrast with the overall character of an area and a cumulative impact due to increased urbanization in the region (p. 3.6-11 – 3.6-22). Impacts from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. Furthermore, the 2004 PEIR determined that improvements proposed on existing systems, such as the sbX E Street Corridor, would be less substantial than those potentially created by new system projects (p. 3.6-13). The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Biological Resources

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The proposed project would be implemented on existing roadways and would not be anticipated to significantly impact biological resources. In the event that a route is identified that impacts biological resources, mitigation measures proposed in the Biological Resources chapter may

help reduce or eliminate potential impacts associated with the proposed projects. Detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this change into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Cultural Resources

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR concluded that improvements proposed in exiting rights of way, such as new bus-ways would have limited potential to impact historic resources, archeological resources, and paleontological resources (p. 3.8-18 - 3.8-24). As such, the sbX E Street Transit Corridor would not be anticipated to have a significant impact on cultural resources in the region. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Geology, Soils and Seismicity

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The sbX E Street Corridor project would primarily use existing right-of-way and would not involve significant earth moving activities. Impacts that could occur from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. In addition, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (p. 3.9-19-3.9-22). Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Hazardous Materials

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR concluded that general improvements to the transportation system would facilitate the movement of all types of goods including hazardous materials (p. 3.10-7 - 3.10-9). The sbX E Street Corridor would not specifically facilitate, increase or decrease the transport of hazardous materials; detailed project-level analysis for the project, including mitigation measures as appropriate, will be conducted by implementing agency. Impacts that could occur are within the range of impacts identified in the PEIR. The analysis in the 2004 PEIR adequately



addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Energy

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Transit project in general (including the sbX E Street Corridor) would be expected to have less than significant impact on consumption of petroleum and diesel fuels. Nonetheless, the 2004 PEIR concludes that “new transit vehicles and transit stations for Maglev, Metrolink, light rail and rapid bus would require electricity and natural gas during project operation” and identifies mitigation measures to reduce these impacts (p. 3.11-13 - 3.11-16). Impacts that could occur by including the the sbX Transit Corridor in the RTP would be expected to fall within the range of impacts previously identified. Detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Water Resources

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (p. 3.12-23 - 3.12-29). The sbX E Street Corridor will generally be implemented on the existing network and right-of-way and therefore would not cause a substantial increase in the overall amount of impervious surfaces in the region. Impacts to water resources that could occur from including the sbX Transit Corridor in the RTP would be expected to fall within the range of impacts previously identified. However, it is possible that site specific impacts could occur due to the proposed project. Therefore, detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Public Services and Utilities

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identifies several types of projects that would require an increase in the level of police, fire and medical services. These include projects involving new roadways and transit



related projects that require the construction of new transit stations (3.13.9-3.13-14). The proposed sbX E Street Corridor does not fall into either of these categories and therefore is not anticipated to have a significant adverse impact on police, fire and/or medical services. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Comparison of Alternatives

Including the sbX E Street Corridor in the 2004 RTP would not appreciably affect the comparison of alternatives in the 2004 PEIR in any meaningful way. The project is contemplated within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project, 2) Modified 2001 RTP Alternative 3) The PILUT 1 (Infill) Alternative 4) The PILUT 2 (Fifth Ring) Alternative. The project is consistent with PILUT 1 as it would facilitate urban transportation. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR is not significantly affected by the inclusion of the sbX project in the RTP. Therefore, no further comparison is required at the programmatic level. Project-level comparisons of alternatives, however, will be conducted by implementing agency when it prepares a CEQA/NEPA document for the project.

Long Term Effects

The sbX E Street Corridor is within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of this specific project in the 2004 RTP is reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR. Unavoidable and irreversible impacts will be further analyzed by implementing agency at the project level. Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR. Overall, the project is within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed change is consistent with the findings on long-term effects in the 2004 PEIR. Detailed analysis of impacts on long-term effects will be conducted by the implementing agency at the project level.

Conclusion

The 2004 RTP includes a database with hundreds of projects. The inclusion of an additional project, the details of which have yet to be determined, and that is not likely to result in significant new construction, would have a negligible change in environmental impact when viewed in light of the scope and nature of the entire Plan.

After completing its programmatic environmental assessment of these changes, SCAG finds that adoption of the proposed RTP Amendment would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes as expressed in the 2004 RTP Amendment, therefore, are not substantial changes which would require major revisions to the PEIR. Thus, a subsequent or supplemental EIR is not required and this Addendum fulfills the requirements of CEQA.



PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing will be posted on the SCAG website at www.scag.ca.gov on or about June 1, 2006, and published in major newspapers in the six-county region. The Draft Amendment will be made available on the SCAG website and copies will be available for review at SCAG and at public libraries throughout the region (the listing of libraries will be provided on the SCAG website). Written comments will be accepted until 5:00pm July 7, 2006 and should be directed to:

Philip Law
Southern California Association of Governments
818 W. 7th St., 12th Floor
Los Angeles, CA 90017

or to: law@scag.ca.gov

A public hearing will be held at SCAG from 9:00am to 10:00am on July 6, 2006. All of the public comments received will be summarized in the final Amendment document, along with SCAG's responses to those comments. SCAG's Executive Committee is tentatively scheduled to consider approving the Amendment on or about August 1, 2006. The adopted Amendment will be sent to the appropriate state and federal agencies for their approval.



ATTACHMENT A

OMNITRANS REQUEST FOR RTP AMENDMENT





April 17, 2006

Hasan Ikhata
Director of Planning and Policy
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90014-3435

Subject: Request for Amendment to the RTP to include sbX: E Street BRT Project

Dear Mr. Ikhata:

Omnitrans respectfully requests an amendment to the 2004 RTP to include Omnitrans sbX: E Street BRT project. This project will include preliminary engineering, environmental impact study, final design and construction.

Required by ISTEA, Omnitrans completed its Bus Rapid Transit Major Investment Study (MIS). The MIS yield the locally preferred alternative (LPA) and on December 7, 2005, Omnitrans Board of Directors adopted and approved the E Street Corridor as the LPA.

On January 19, 2006, the RSTIS Peer Review Group met and determined that the E Street Transit Corridor project had met SCAG and FTA/FHWA requirements, and that the project is ready to advance from planning to the project development phase.

The funding for this project will come from the following:

- FTA Section 5309 – 50%
- FTA Section 5307 – 20%
- Measure I – 30%

Omnitrans has worked closely with SANBAG and they are on-board with the financial plan of this project. Furthermore, this project will not jeopardize any funding that is already committed to other projects.

Enclosed, you will find supporting documentation for the sbX project. The documentation includes the Overview, Capital Costs, Operating Costs, Annualized Cost and Travel Demand Forecasts and Benefits.

Omnitrans • 1700 West Fifth Street • San Bernardino, CA 92411
Phone: 909-379-7100 • Web site: www.omnitrans.org • Fax: 909-889-5779

Serving the communities of Chino, Chino Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

We would like to thank you in advance for your time and consideration of our project. If you need any other information, please feel free to contact Rohan Kuruppu, Director of Planning at (909) 379-7251 or at Rohan.Kuruppu@Omnitrans.org.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Rall", with a stylized flourish at the end.

Durand L. Rall
CEO/ General Manager

Cc: Phillip Law, Acting Senior Planner, SCAG
Rohan Kuruppu, Project Manager, Omnitrans

E Street Transit Corridor Project - Phase I

Locally Preferred Alternative Summary Report

Prepared for:
Omnitrans

Prepared by:
Parsons

In Association with:
**Gruen Associates
Patti Post & Associates
Moore Iacofano Goltsman Inc.**

April 2006



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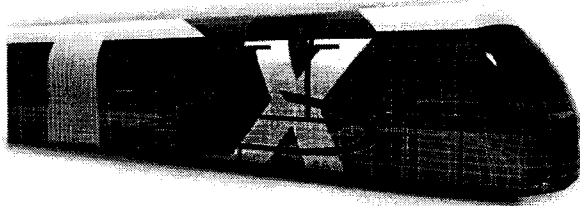
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CHAPTER 1 - OVERVIEW

Omnitrans has completed a study to determine the best way to implement an enhanced state-of-the-art rapid transit service along the E Street Corridor in the cities of San Bernardino and Loma Linda. A Locally Preferred Alternative (LPA) was selected and has been adopted by the Omnitrans Board of Directors and other local agencies and jurisdictions within the E Street Corridor. The LPA serves California State University at San Bernardino (CSUSB) in the north; traverses central San Bernardino to Loma Linda University Medical Center and the VA Hospital in the south.



The selected mode of transport is known as Bus Rapid Transit (BRT). Within the San Bernardino Valley, BRT has been branded as sbX, which stands for San Bernardino Express. The new high-tech, user-friendly system will offer more frequent service, fewer stops, and higher average speeds than traditional bus service. Investing in this new transportation system will greatly improve Omnitrans' ability to meet growing travel demands, encourage redevelopment, and maintain economic vitality in the Corridor. The E Street Transit Corridor Project would be the first segment in a valley wide system of interconnected sbX service. As shown in Exhibit 1.1, seven transit corridors were identified in the San Bernardino Valley as candidates for premium service.

E Street Corridor Description

The E Street Corridor is about 16 miles long, generally following Kendall Drive from California State University south to E Street, through downtown San Bernardino, east on Hospitality Lane, and south to Loma Linda. It runs through a variety of land uses, from low-density residential development in the north to commercial development along E Street. The core downtown

area has some of the highest concentrations of office and public facilities in the Omnitrans service area. The southern end of the Corridor contains significant public, educational and medical facilities. The Corridor supports about 121,000 people and more than 71,000 jobs. Many residents have low incomes and/or are transit-dependent. About 28 percent of the population lives below the poverty line and 16 percent of the households in the corridor have no automobile.

Purpose and Need for the Project

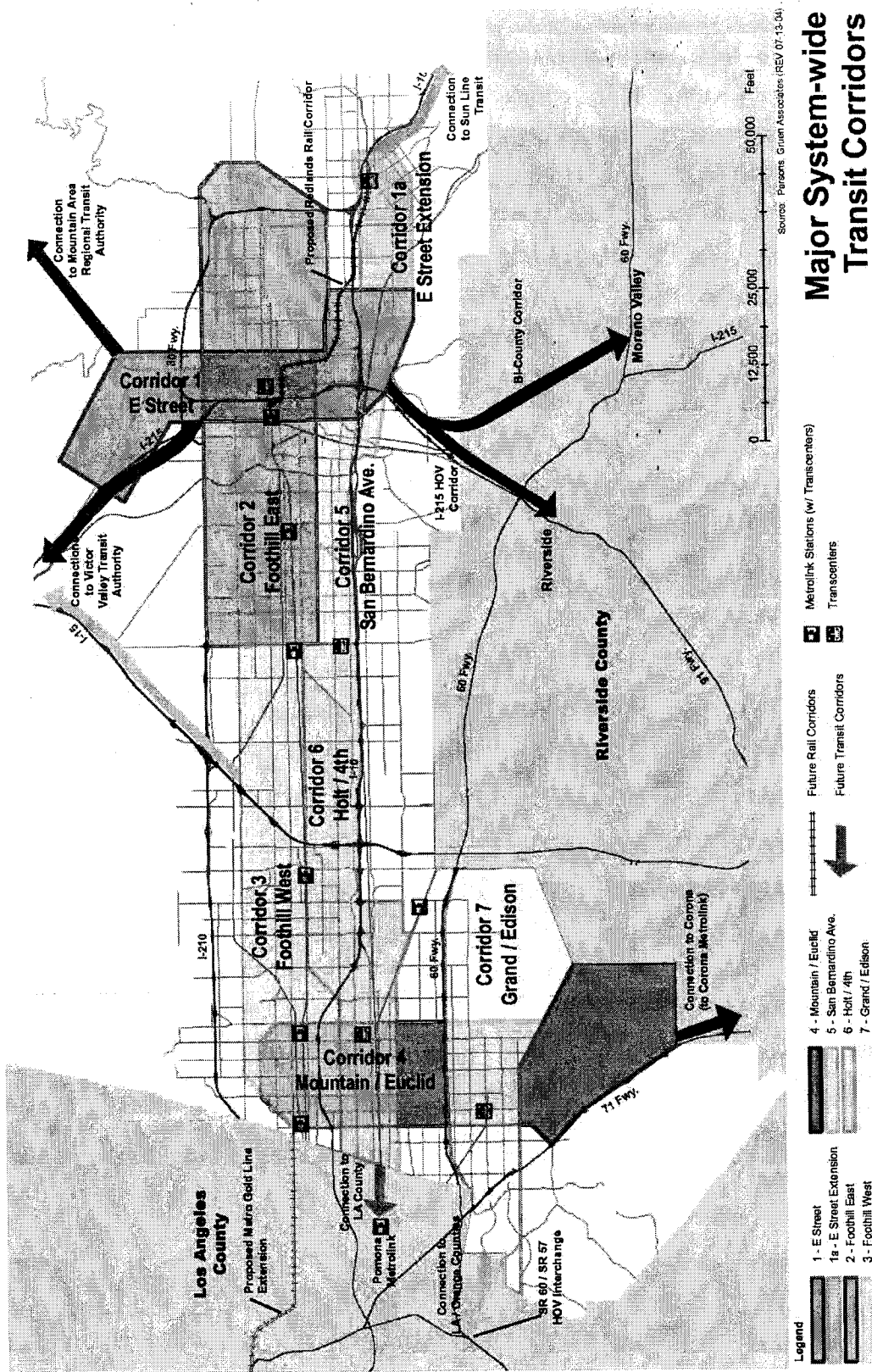
Numerous key deficiencies and needs were identified in the E Street Corridor. Existing transit services are slower than auto travel. Given that the Corridor has high transit dependency and an aging population, this translates into reduced mobility for many residents. It also results in low usage by other potential riders, particularly during lunchtime and mid-day periods. The Corridor is in need of a catalyst to help accelerate revitalization efforts that have not yet been successful. Depressed economic conditions in the central Corridor create a disconnect in development between south and north. Parking capacity is a problem at the university and hospital campuses. Scheduling existing transit routes is difficult because of the potential for delays, particularly crossing the I-10 Freeway. This problem will get much worse as population and employment grow.

Project Objectives

Alternative transit scenarios were designed to address the deficiencies and needs identified above. Each of the five alternatives below was evaluated based on their ability to meet the following project objectives:

1. Enhance mobility and accessibility
2. Encourage economic growth and redevelopment
3. Improve transit operations
4. Provide a cost-effective solution

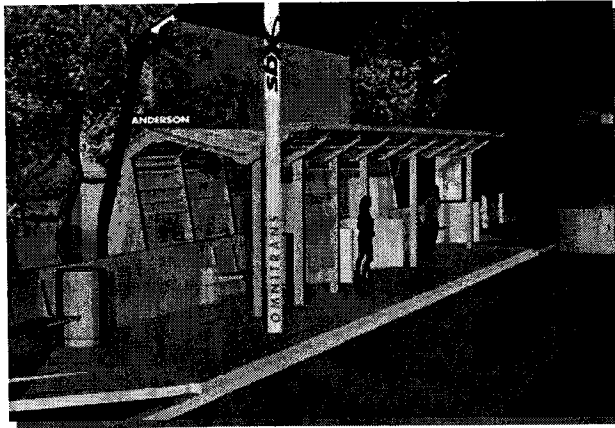
Exhibit 1.1: Major System-wide Transit Corridors



Major System-wide Transit Corridors

The sbX can serve as a catalyst for community improvements. In turn, new development can foster increased transit usage. This synergy between land use and transportation can take the form of Transit-Oriented Developments (TODs).

The benefits of TODs are numerous and the concept was studied for six of the proposed sbX stations. As part of this analysis, the draft General Plans for the Cities of San Bernardino and Loma Linda were reviewed for transit supportive plans and policies. Suggestions for modifications were provided to both cities.



For example, at the Inland Center Mall, TOD improvements could better connect the mall uses with activity on E Street, including sbX service. Exhibit 1.2 shows how land use changes and landscaping along with sidewalk and bridge improvements could create a stronger, more attractive connection between the mall and the E Street Corridor.

Transit-Oriented Development at the Loma Linda Veterans Administration Hospital (Exhibit 1.3) has the potential to make the VA easier to reach by transit, while increasing parking for those arriving by car. It would also create a new transit center to ease regional connections and provide

better transit access to City Hall and the Loma Linda University Medical Center East Campus.

Project Development Process

Omnitrans, in cooperation with the San Bernardino Associated Governments, SCAG and other public entities, completed an analysis of alternatives in the Corridor in compliance with guidelines from the Federal Transit Administration (FTA).

Stakeholders who have worked with the sponsoring agencies in the E Street Corridor Transit Project include:

- The Cities of San Bernardino and Loma Linda
- The City of San Bernardino Economic Development Agency
- San Bernardino County
- San Bernardino Associated Governments (SANBAG)
- Southern California Association of Governments (SCAG)
- Caltrans, District 08
- Federal Transit Administration (FTA)
- The Southern California Regional Rail Authority (Metrolink)
- California State University – San Bernardino
- Loma Linda University Adventist Health Sciences Center
- VA Loma Linda Healthcare System
- The Inland Center Mall

The overall planning and project development process for federally-funded transit projects is prescribed by the Federal Transit Administration (FTA), and is referred to as the New Starts Process. Omnitrans is following the New Starts process (Exhibit 1.4) in order to become eligible for discretionary federal funds for implementing premium transit service in the E Street Corridor.

Exhibit 1.2: Conceptual Design for Transit-Oriented Development at E Street and North Mall Way

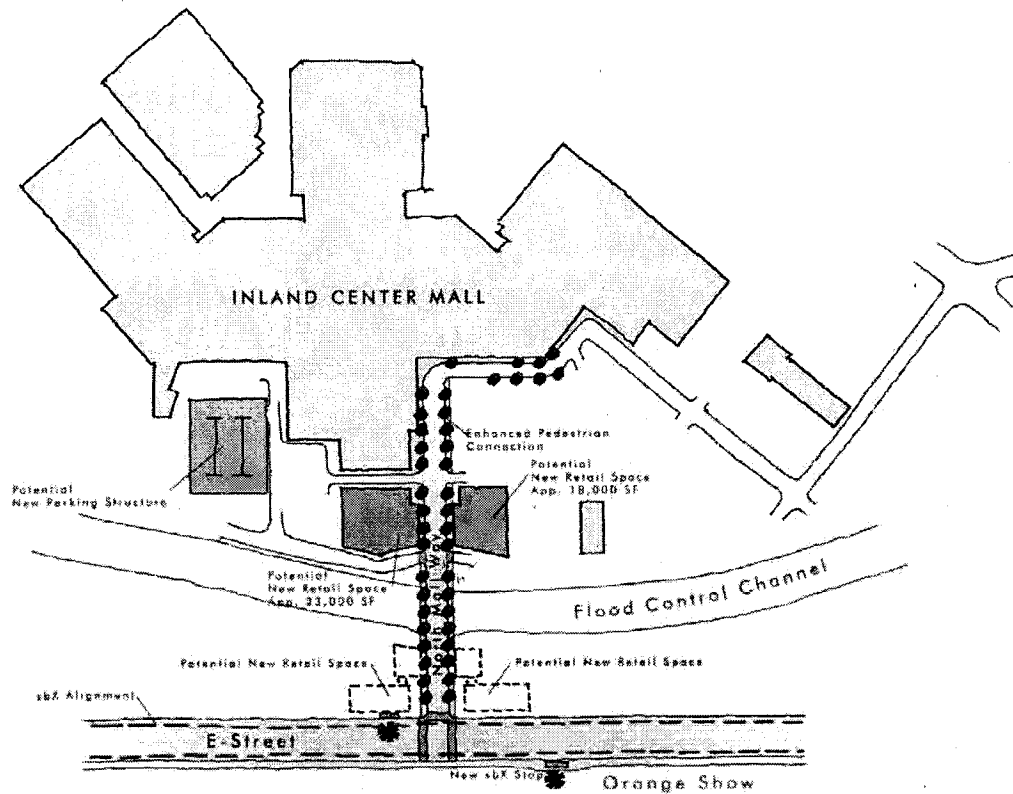


Exhibit 1.3: Conceptual Design for Loma Linda Transcenter and Transit-Oriented Development at the VA Hospital

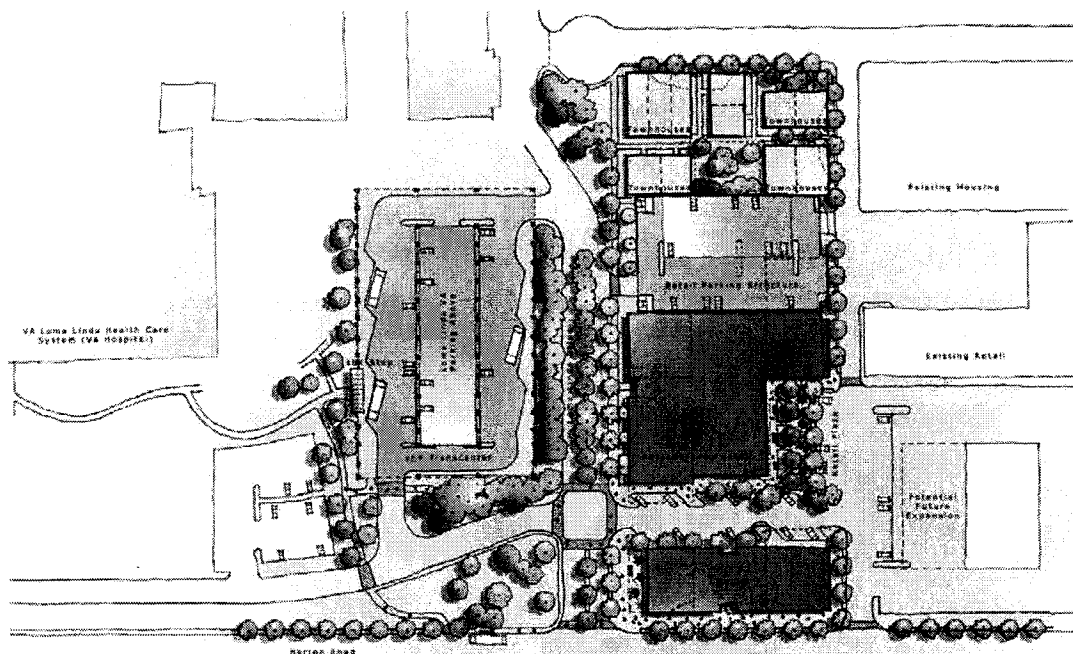
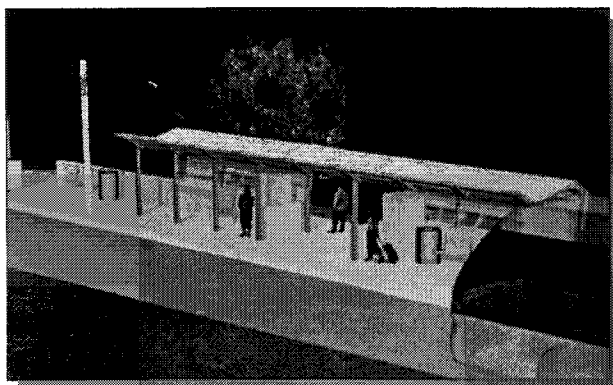
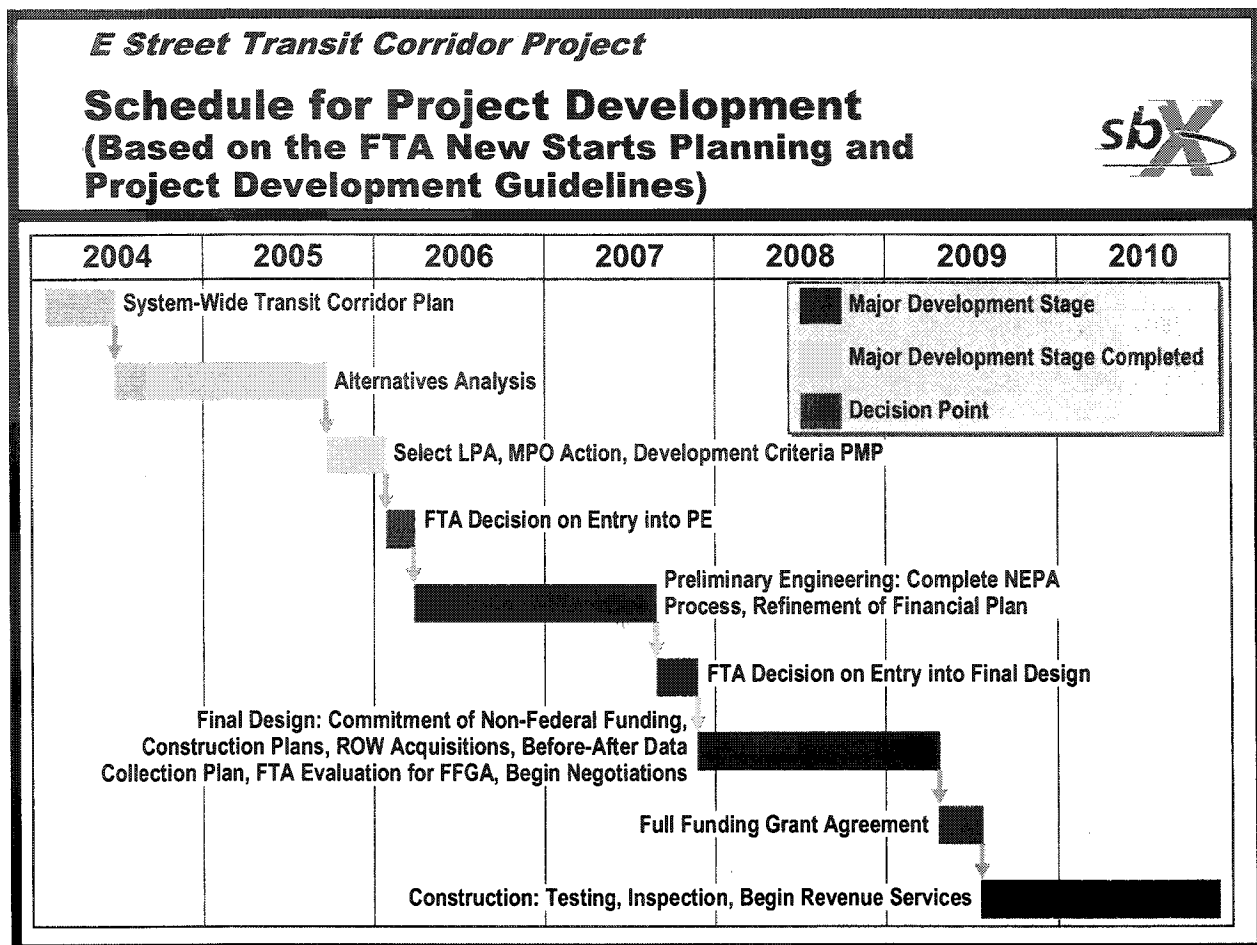


Exhibit 1.4: Schedule for Project Development



The final step in the Alternatives Analysis phase was **Detailed Alternatives Analysis**. During this phase, conceptual engineering, environmental and community impact analysis was performed on the final Corridor alternatives which included:

- **No Build**, included only existing and committed projects and services;
- **Transportation Systems Management (TSM)**, which added planned service improvements to existing and committed projects. It added a new limited stop bus service on E Street that used the routing of Omnitrans Route 2 (see Exhibit 2.5); and
- **Three (3) Bus Rapid Transit (BRT) alternatives** in the E Street Corridor would implement sbX on different alignments through the Corridor. They use the alignments shown in Exhibit 1.5. Alternatives 1 and 2 use a proposed elevated transitway to cross over I-10.

Exhibit 1.5: E Street Transit Alternatives

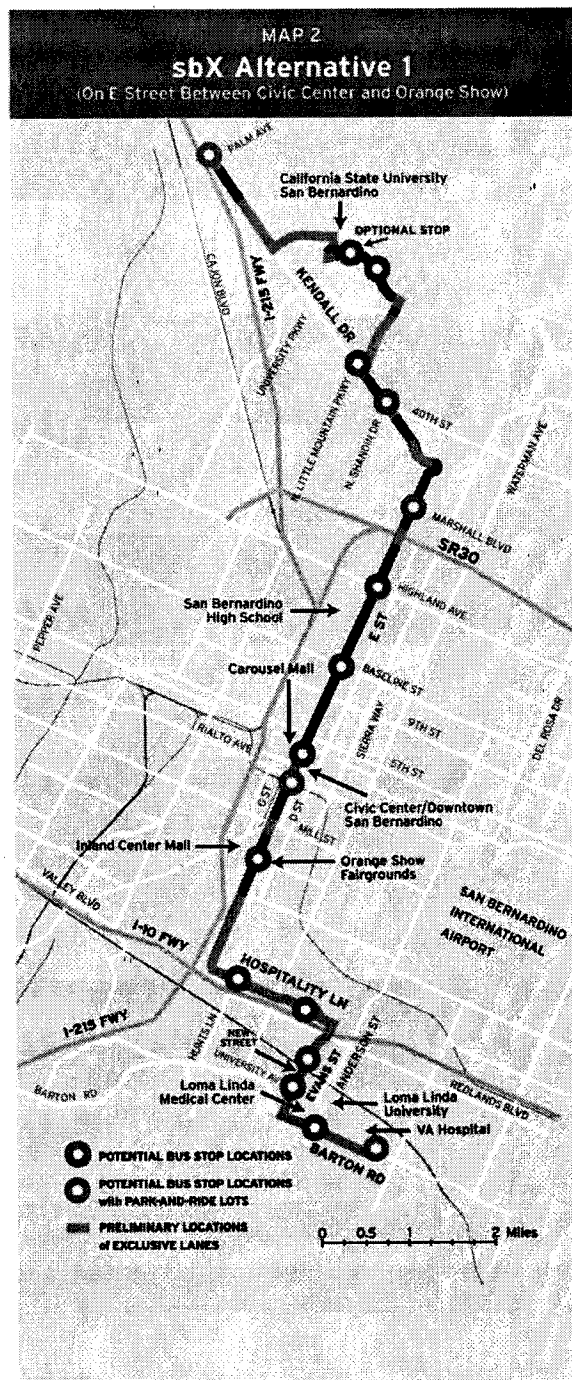
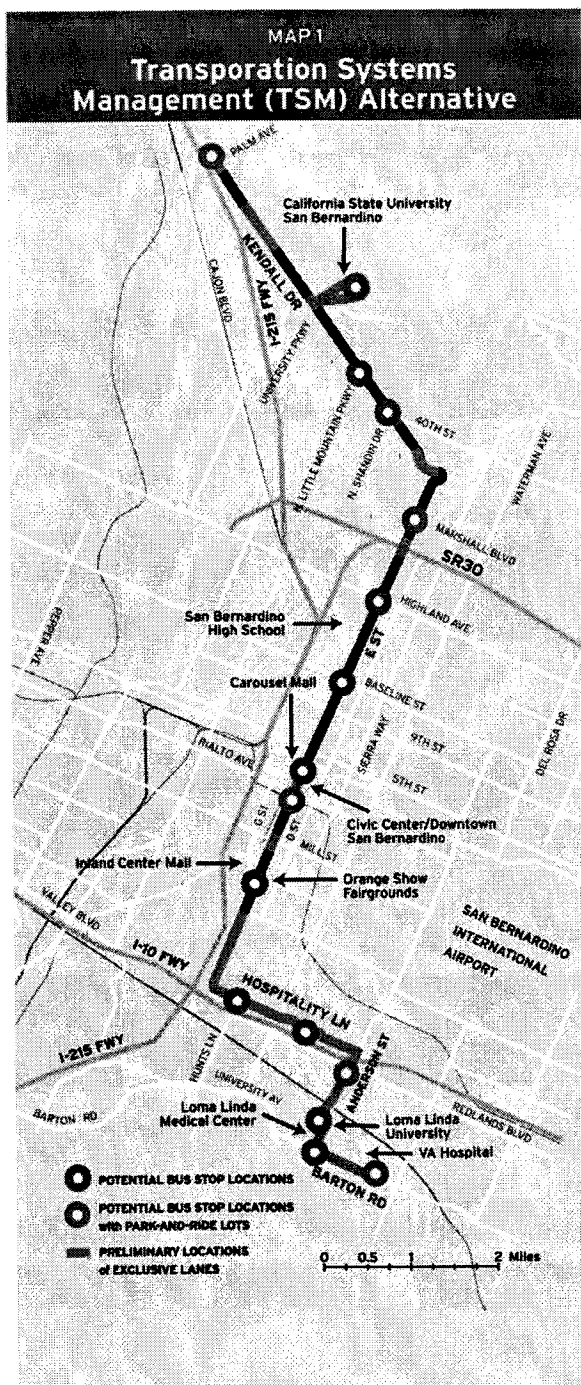
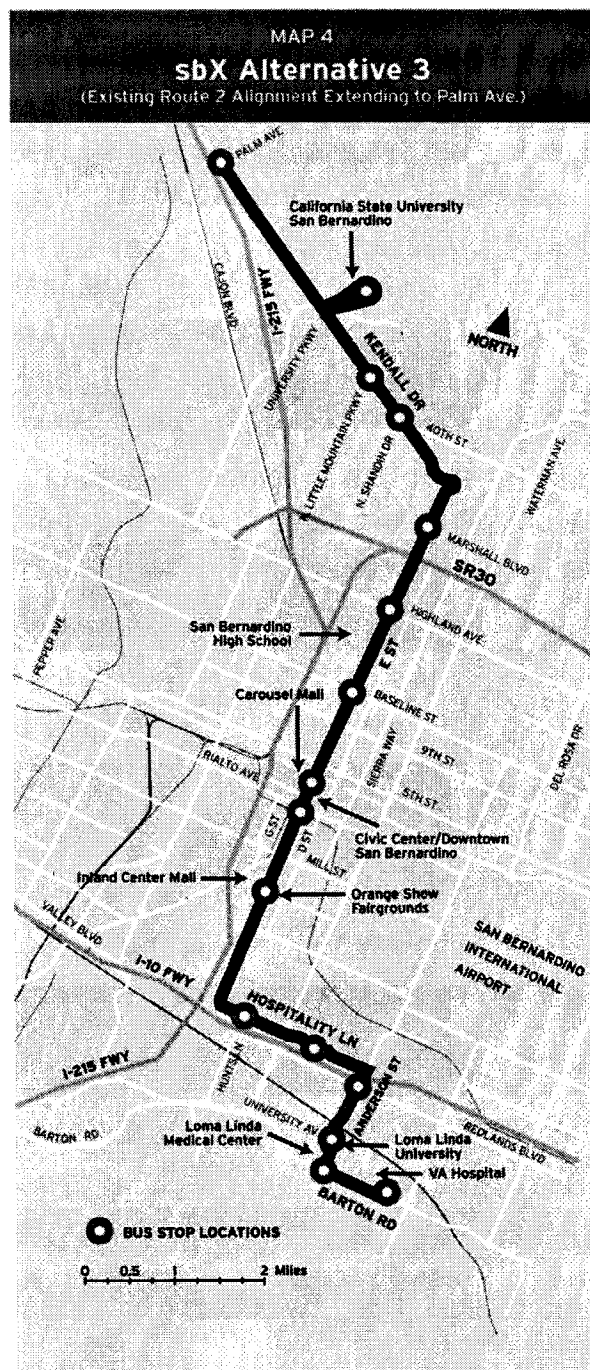
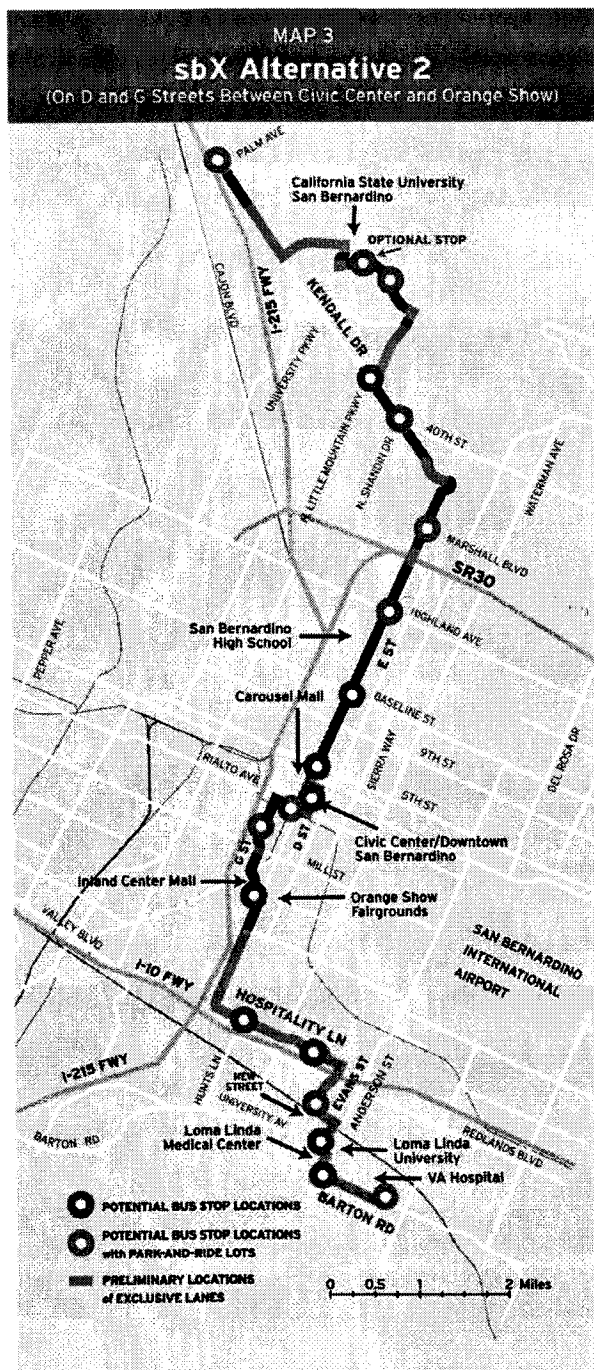


Exhibit 1.5 (Continued): E Street Transit Alternatives



The primary objective of the Detailed Alternatives Analysis was to evaluate the five final alternatives (two baselines and three BRT Build) and their alignments and select the highest ranked alternatives/alignments for consideration as the Locally Preferred Alternative (LPA).

The evaluation was conducted in two stages. First, the five alternatives including the three (3) BRT alternatives were compared to each other. Then, for the BRT alternatives, alignments were evaluated in the north, downtown, central and southern portions of the Corridor to determine how they compared against each other based on the MOEs.

For most of the MOEs in the evaluation, quantitative values were calculated such as for ridership forecasts, costs and cost-effectiveness. However, some MOE values were qualitative in nature such as community support and land use conformity.

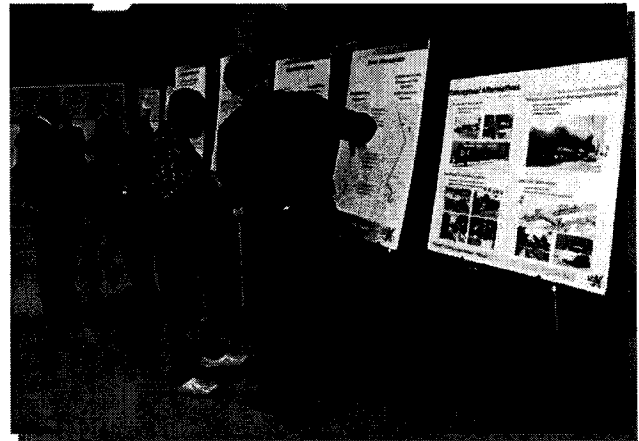
Input from Stakeholders and the General Public

Continuous input was received from key corridor stakeholders and the general public from the system planning phase through the completion of the detailed Alternatives Analysis.

The public involvement program for the conceptual alternatives analysis phase elicited comments on the four types of Transportation Modal Alternatives: the No-Build, Transportation Systems Management (TSM), Bus Rapid Transit (BRT) and Light Rail Transit (LRT). In addition, the individual alignment alternatives for the North, Downtown, Central and Southern portions of the E Street Corridor were scrutinized and commented on in several different forums held throughout the Corridor. The process involved the following meetings, conferences, and workshops held during February and March 2005:

- February 7th sbX Leadership Conference held at the Radisson Hotel in downtown San Bernardino was attended by over 100 Elected Officials, Business Leaders/Professionals, Agency Representatives, transit riders, and members of the general public. The attendees were grouped into three

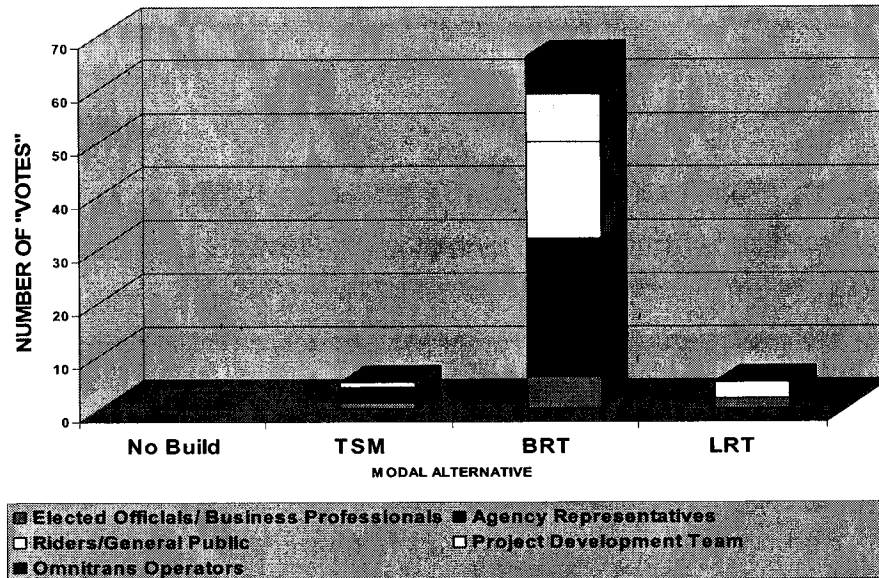
delegations and rotated to three different topical venues at the conference. The attendees were given an opportunity to turn in comment sheets and indicate their preferences on transportation modes and specific alignment choices for each of the four portions of the E Street Corridor.



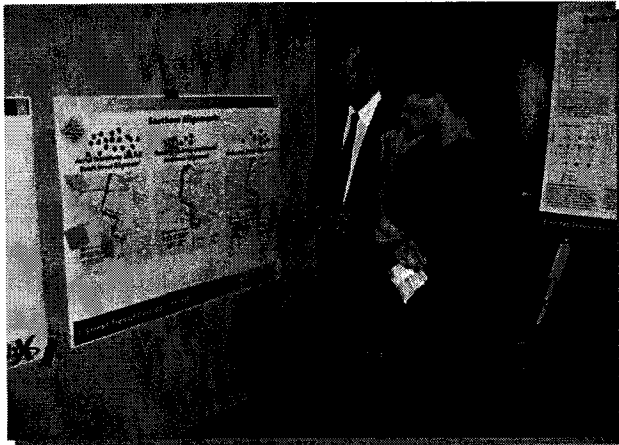
- February 9th Public Open House at the Feldheym Public Library in central San Bernardino was attended by over 30 members of the general public, including Omnitrans riders. The Open House was set up in a manner identical to the sbX Leadership Conference with attendees rotating between three topical stations and indicating their preferences on transportation modal options and alignments for each of the 4 geographic groupings in the Corridor. Those present were asked to indicate which mode of transit they preferred to see built in the E Street Corridor. They overwhelmingly selected BRT over LRT (Exhibit 1.6).
- February 23rd Project Development Team (PDT) Meeting held at the City of San Bernardino – Economic Development Agency. PDT members attending the meeting were asked to select their choices of alignments by geographic grouping. After weighing the technical information, PDT members unanimously supported the selection of BRT over LRT as the preferred mode to carry forward into Detailed Alternatives Analysis.

Exhibit 1.6: Preferences Reported in Community Workshops

PREFERENCES REPORTED IN COMMUNITY WORKSHOPS



- March 1st and 2nd Workshops with Omnitrans Coach Operators and Administrative staff. Attendees were asked to select their choice of alignment by geographic grouping in the E Street Corridor.



- February 15th presentation to the Planning and Productivity Committee (PPC) of the Omnitrans Board of Directors.

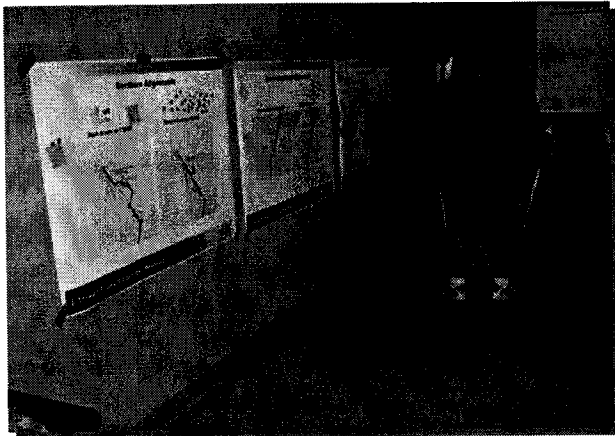
To assist in the evaluation of the detailed alternatives for the E Street Corridor, a comprehensive public involvement program and stakeholder outreach was conducted to determine which segments of those alternatives and station locations were supported locally within the Corridor. During the spring and summer of 2005, a series of stakeholder meetings were held throughout the Corridor to obtain stakeholder support for the E Street Transit Corridor Project and receive input on specific station siting and alignments. This input, along with the October 19, 2005, public open house/workshop, provided the Project Development Team (PDT) with information on which alignments will be supported locally in the E Street Corridor.

- February 17th meeting of the SCAG Regionally Significant Transportation Improvement Strategy (RSTIS) Peer Review Committee held at the Southern California Association of Government's office in Los Angeles.

The final set of five detailed alternatives was presented to the following forums for review and comment:

- Stakeholders meetings/workshops with key staff from the Cities of San Bernardino and Loma Linda, California State University-San Bernardino (CSUSB), the Inland Center Mall, Loma Linda University Medical Center and the VA Hospital.
- A community open house/workshop held on October 19, 2005, at the Feldeym Public Library in Central San Bernardino.
- Project Development Team (PDT) workshops on detailed alternatives held on July 27, August 24, and October 26, 2005.

Prior to the October 19 Public Open House/Workshop, a project information mailer was sent out to over 10,000 households. The mailer portrayed the alternatives, provided information on their performance, and encouraged the general public to view study documents on the project web site - www.estreet-sbX.com – and comment on the alternatives. Omnitrans also provided telephone numbers in the mailer for the public to call with comments. Numerous comments were received from the general public through the media.



The October 19, 2005, public open house was set up with specific workstations that presented information on the performance of each of the five detailed alternatives. The public was shown information on the performance of the competing segments in the north, downtown, central and southern portions of the Corridor. The competing segments were:

- North: Kendall/University “front side” entrance and station at CSUSB versus a “backside” entrance to the campus that uses

Little Mountain and a new internal Campus Road with a backside station.

- Downtown: An alignment straight down E Street versus a D Street alignment.
- Central: An alignment straight down E Street versus a G Street alignment to the Inland Center Mall.
- South in Loma Linda: A transitway over the I-10 Freeway to the proposed Evans Street Corridor versus an alignment on Anderson. A third option uses Evans in the northern portion of Loma Linda and Anderson in the south.

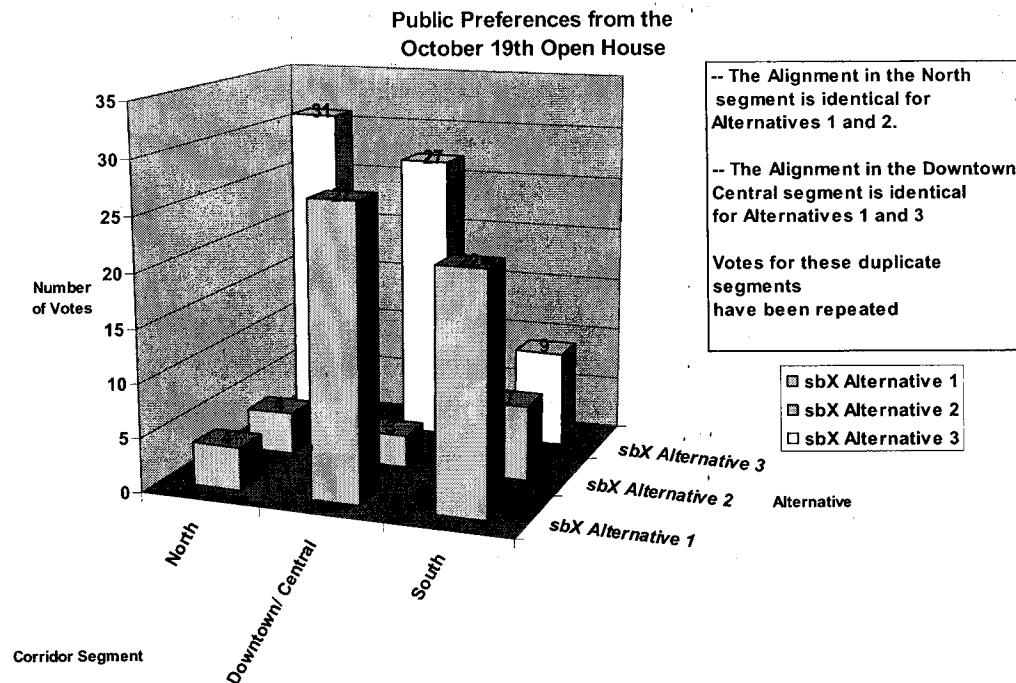
The workshop was attended by over 70 members of the general public. After viewing project exhibits, the public workshop attendees were asked to identify the alignments they felt best met the various categories of evaluation criteria. The alignments that the general public liked best (Exhibit 1.7) were recorded and documented for consideration by the Project Development Team (PDT).

Workshops were also held with Corridor stakeholders to determine which station locations and alignments were supported and fit best into local master plans and growth plans. Both CSUSB and LLUMC have new Campus Master Plans and gave the Project Team specific input on their preferences. For CSUSB, the preferred alignment is that shown in Alternative 3. It is a “front side” station at the entrance to the Campus that CSUSB officials felt worked best for their future Campus Expansion Plans.

Similarly for LLUMC, officials were able to provide clear direction on station siting and their strong support for the Evans Street Alignment. Until the entire Evans Street Corridor is developed in the future, the alignment shown in Alternative 2 may be appropriate as a short-term operational segment.

To determine how strongly supported each alternative is by stakeholders and the public, specific ranking information was collected at the above forums and was used in the comprehensive evaluation of the detailed alternatives.

Exhibit 1.7: Public Preferences from the October 19th Open House



Findings from the Evaluation and Candidate LPA

Based on the comprehensive technical evaluation presented in this report and public/stakeholder input, the candidate Locally Preferred Alternative (LPA) for the E Street Project contains the following geographic segments.

- The northern portion from Kendall/Palm to SR-30 is the alignment included in Alternative 3. The primary reasons for this are its directness of service, support from CSUSB stakeholders, and its service to neighborhoods along Kendall Drive.
- The downtown portion along E Street is the alignment included in Alternatives 1 and 3. The E Street alignment does remove some parking, but its impacts are far less than those associated with D Street where the taking of a lane of traffic would be needed as well as the removal of parking. The City of San Bernardino favors the E Street alignment over the D Street alignment for the above reasons. The E Street alignment also provides a more direct service through the downtown area and is seen as having the

potential to positively influence future development at the Carousel Mall.

- The central portion from Rialto to Hospitality Lane is the alignment included in Alternatives 1 and 3. It is more of a direct connection than the G Street alignment and is favored by Inland Center Mall stakeholders who prefer a station on E Street near the mall.
- The southern portion from the Hospitality Lane Commercial Area to the VA Hospital uses the elevated transitway over I-10 to the Evans Street Corridor.

The locally adopted LPA is shown in Exhibit 1.8 with detail about its performance shown in Table 1.1. It is possible that the entire Evans Street Corridor may not be complete when the LPA is constructed and open for service. If that is the case, a short-term LPA is also included (see Exhibit 1.9) which uses the northern portion of Evans Street and then crosses over to Anderson Street using a proposed connector road. If the northern segment of Evans Street has not been built by the time the sbX project opens, temporary service will commence on Anderson. Table 1.2 shows the performance of the short-term LPA.

Exhibit 1.8: Locally Preferred Alternative

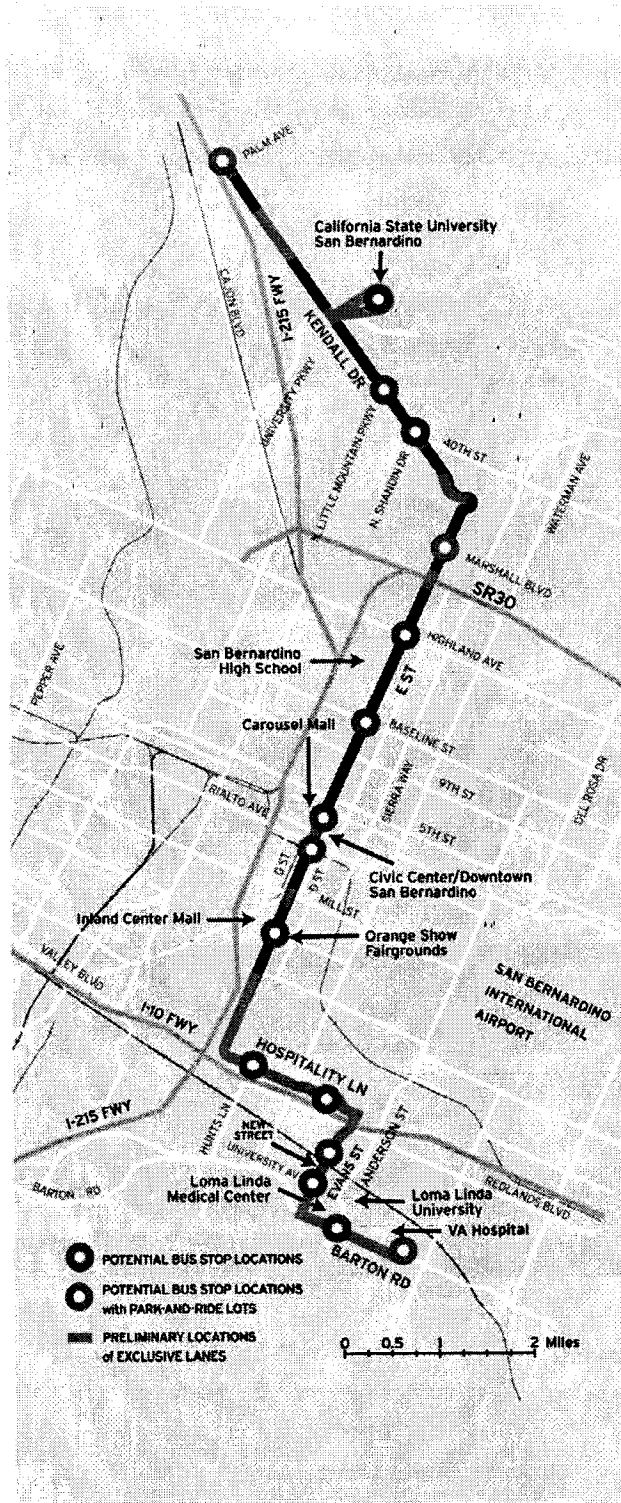


Table 1.1: Locally Preferred Alternative

Station Location	P+R Spaces	Distance in Miles	Queue Jumper	Acquisition/Easement Required	
				Area Required within 300' on either side of intersection (square foot)	Remarks
Kendall at Palm Ave.	80	0.00	Yes	44,000	Includes Park and Ride (surface parking), ROW for 300' south of intersection even though station is further south. Joint development potential on 12.8 acre vacant site
CSUSB-South		2.41		2,700	Removes some landscaping
Kendall Dr. at N. Little Mountain Dr.		1.35	Yes	900	May be difficult due to extremely narrow sidewalks
Kendall Dr. at Shandin Hills/40th St.		0.68	Yes		
E Street at Marshall Blvd.	150	1.58	Yes	55,000	Park and Ride (surface parking)
E St. at Highland Ave.		0.92	No		With Sidewalk Extension
E St. at Baseline St.		1.00	No		With Sidewalk Extension
E St. at Carousel Mall		1.09			Curb extension
E St. at Rialto Ave. north of RR	170	0.38		3,000	Park and Ride (surface parking) On Intermodal Transportation Center (Transcenter) site (Prior acquisition assumed)
E St. at North Mall Way		0.99	No	2,590	Includes linkage up to the bridge and up to the station near Orange Show Fairgrounds. Assumes 5' sidewalk could be added to the bridge (not a part of the project). Does not include linkage to shopping center
Hospitality Lane at Hunts Lane		1.70		7,800	Nearside Stop for EB
Hospitality Lane east of Carnegie Drive		0.92		8,400	
Evans Street at Academy Wy.	440	0.85		176,000	Includes Park and Ride (surface parking)
Evans St. at University Ave.		0.47		4,800	
Barton Road. at Anderson St.		0.59		11,400	
Barton Road at Loma Linda Dr.	120	0.93		155,000	Includes shared parking and replacement parking (total 600 spaces). Station and parking for sbX on 1st floor of parking structure, VA parking on levels 2, 3, and 4.
16 Stops *	960	15.86			

* Excluding Potential Future Stations

Exhibit 1.9: Locally Preferred Alternative (Short Term)

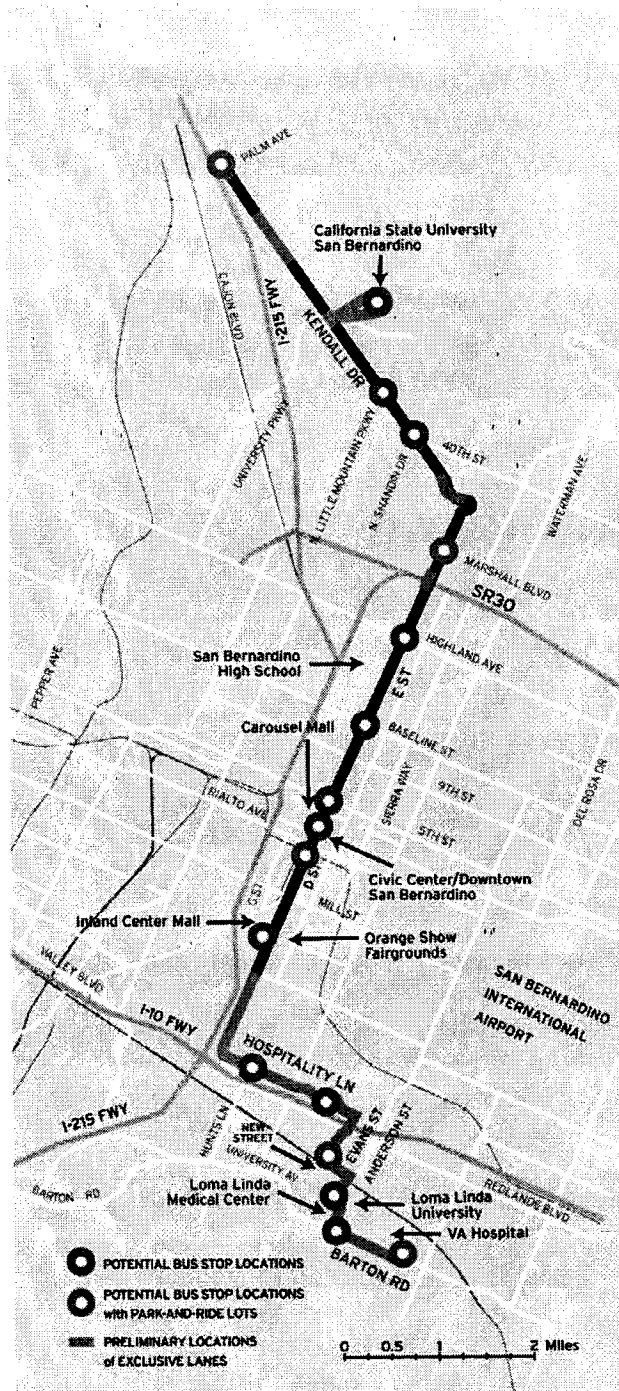


Table 1.2: Locally Preferred Alternative (Short Term)

Station Location	P+R Spaces	Distance in Miles	Queue Jumper	Acquisition/Easement Required	
				Area Required within 300' on either side of intersection (square foot)	Remarks
Kendall at Palm Ave.	80	0.00	Yes	44,000	Includes Park and Ride (surface parking), ROW for 300' south of intersection even though station is further south' Joint development potential on 12.8 acre vacant site.
CSUSB-South		2.41		2,700	Remove some landscaping
Kendall Dr. at N. Little Mountain Dr.		1.35	Yes	900	May be difficult due to extremely narrow sidewalks
Kendall Dr. at Shandin Hills/40th St.		0.68	Yes		
E Street at Marshall Blvd.	150	1.58	Yes	55,000	Park and Ride (surface parking)
E St. at Highland Ave.		0.92	No		With Sidewalk Extension
E St. at Baseline St.		1.00	No		With Sidewalk Extension
E St. at Carousel Mall		1.09			Curb extension
E St. at Rialto Ave. north of RR	170	0.38		3,000	Park and Ride (surface parking) On Intermodal Transportation Center (Transcenter) site (Prior acquisition assumed)
E St. at North Mall Way		0.99	No	2,590	Includes linkage up to the bridge and up to the station near Orange Show Fairgrounds. Assume 5' sidewalk could be added to the bridge (not a part of the project). Does not include linkage to shopping center
Hospitality Lane at Hunts Lane		1.70		7,800	Nearside Stop for EB
Hospitality Lane east of Carnegie Drive		0.92		8,400	
Evans Street at Academy Wy.	440	0.85		176,000	Includes Park and Ride (surface parking)
Anderson St. and Stewart St.		0.54		18,000	
Anderson St. at Barton Road		0.43		16,200	
Barton Road at Loma Linda Drive	120	0.93		155,000	Includes shared parking and replacement parking (total 600 spaces). Station and parking for sbX on 1st floor of parking structure, VA parking on levels 2, 3, and 4.
17 Stops *	960	15.79			

* Excluding Potential Future Stations

As shown in Table 1.1, the LPA includes 16 stations and is approximately 15.9 miles in length from the Palm/Kendall Station in the north to the VA Hospital and the Loma Linda Transcenter in the south.

The E Street LPA along with the Extension of Metrolink to the proposed San Bernardino Transcenter will create a new multimodal hub at E Street and Rialto that also connects to the proposed Redlands Rail Line (Exhibit 1.10).

Cost-Effectiveness/Benefit Assessment

The cost effectiveness of the Locally Preferred Alternative was calculated based on the ratio of

the incremental cost of new service, divided by the incremental user benefit of the new service. The cost of new service was expressed in terms of annual dollars required for both capital costs and operating costs. The user benefits of new service were expressed in terms of annual hours of transit travel time savings.

The cost benefits of the LPA Alternative, as compared to the TSM Alternative, are summarized in Table 1.3. The data in this table showed that the cost effectiveness of the LPA Alternative is \$12.53 per hour of transit travel time savings.

Exhibit 1.10: Redlands Rail Alignment

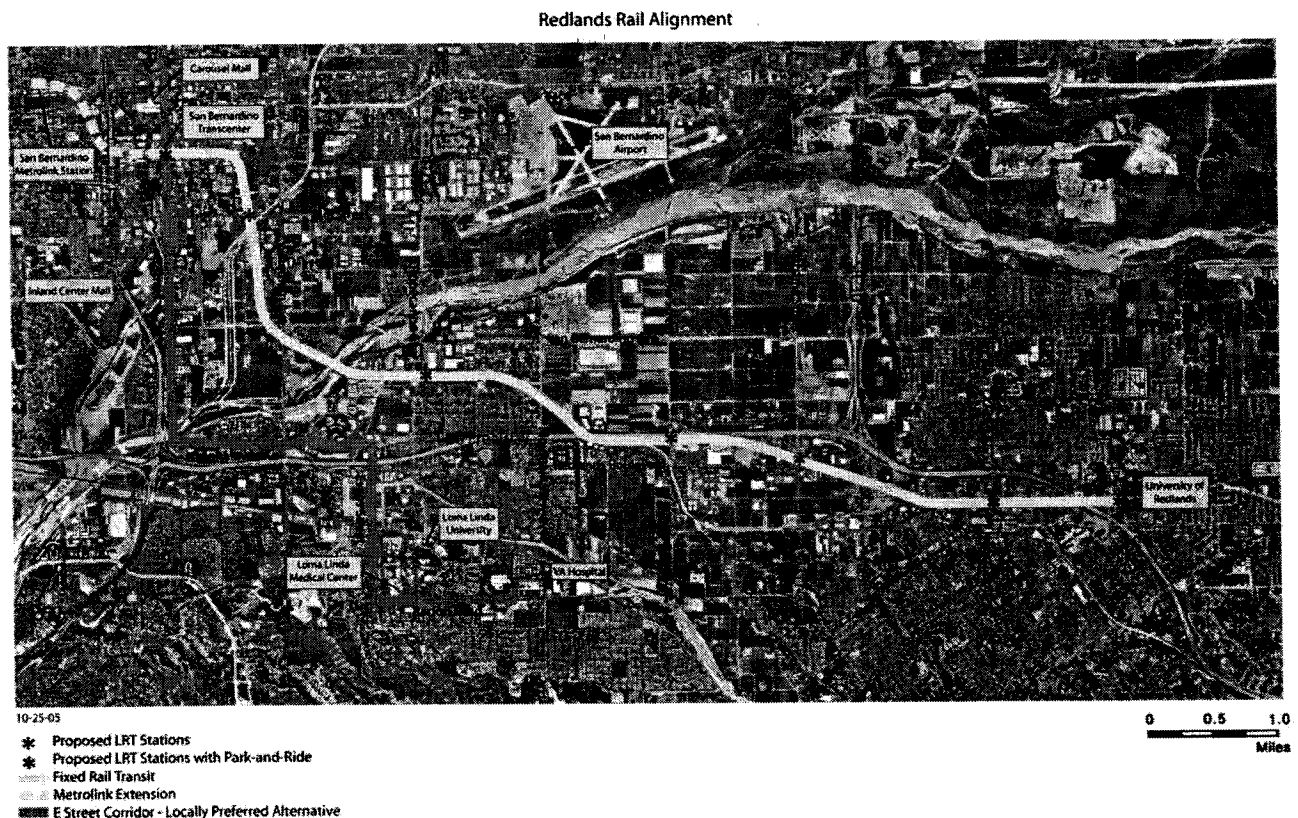


Table 1.3: Cost Effectiveness of LPA in Compared to TSM

Alternative	Annual Capital and Operating Cost	Annual Time Savings Benefit (Hours)	Cost Effectiveness (per Hour of Benefit)
TSM	\$21,493,000	-	-
LPA	\$24,763,000	261,000	\$12.53

Next Steps in the Project Development Process

LPA Adoption and Inclusion in the SCAG RTP.

The selection of the Locally Preferred Alternative (LPA) was determined by the PDT on October 26, 2005 based on the results of the detailed alternatives analysis and input from the general public, stakeholders, and agencies. As shown in Table 1.4, the recommendations of the PDT were presented to the Omnitrans Planning and Productivity Committee (PPC) on November 9, 2005, SANBAG's Plans & Programs Committee on November 16 and was adopted by the Omnitrans and SANBAG Boards on December 7, 2005. The LPA was also adopted by the San Bernardino and Loma Linda City Councils in December 2005.

Table 1.4: Status and Next Steps

• Project Development Team Recommended the LPA on October 26, 2005
• Omnitrans Board PPC – November 9, 2005 (Approved)
• SANBAG PPC – November 16, 2005 (Approved)
• San Bernardino City Council – December 5, 2005 (Approved)
• Omnitrans Board – December 7, 2005
• SANBAG Board – December 7, 2005
• Loma Linda City Council – Early 2006
• SCAG RSTIS Committee – January 19, 2006
• PDT Member Organizations – January through March, 2006
• Federal Transit Administration (FTA) – March/April, 2006

Upon completion of all local adoptions, Omnitrans will receive a Letter of Completion from the Southern California Association of Governments (SCAG). The Letter of Completion is issued by SCAG's Regionally Significant Transportation Investment Strategy (RSTIS) Committee.

Next, SANBAG and Omnitrans will nominate the LPA as part of the package of projects from San Bernardino County for inclusion in the next update of the Regional Transportation Plan (RTP) in early 2006. Then the LPA is taken before the appropriate SCAG RTP Committees for consideration in the next RTP's Adopted Plans and Programs list.

Transition into Preliminary Engineering and Environmental Studies

In addition to the LPA Report, several activities and deliverables need to be produced prior to the commencement of Preliminary Engineering and Environmental Studies.

Scope of Work for Detailed Alternatives Analysis.

For environmental transition, a scope of work will be prepared by the Project Team for a Detailed Environmental Analysis that will be performed under the guidelines of the National Environmental Protection Act (NEPA).

Prepare Financial Plan. The following steps will be conducted in preparing the financial plan.

Identify Federal Funding Sources. The first task in developing the Financial Plan will be to identify the capital funding sources available from the Federal Government. One issue to be specifically addressed is the pros and cons of seeking Section 5309 New Starts funding. Depending on the cost and service plan of the BRT project, it may be more advantageous to enter the new "small starts" category of funding which has a federal participation cap of \$75 million. This would enable the BRT project to enter a more streamlined New Starts rating process. To accomplish this task, the Project Team will evaluate various Federal funding programs available to Omnitrans.

Evaluate Sources of Funding for Local Match.

The next task will be to evaluate funding sources for the local match of Federal funds. The degree of local match funding will be a major factor in the FTA's New Starts project evaluation process. A high level of matching funds from state and local sources demonstrates both that the project has strong local support, and that the Federal participation would be leveraged to a greater extent than for competing projects with lower matching levels from other metropolitan areas.

The local match requirement for the capital costs will be segmented and evaluated by type of capital expenditure. For example, potential joint-use facilities and opportunities for public/private partnerships will be evaluated as an opportunity for private investment to fund a portion of the capital cost. Vehicle costs will be assessed for a lease-purchase option in order to reduce the initial capital outlay.

Stability and Reliability Analysis. Once the Financial Plan is developed, the next task will be to evaluate the plan's ability to deal with funding contingencies such as delays in federal funding, changes in local economic activity, and some degree of unforeseen cost escalation. In order to evaluate the stability and reliability of the funding plan, two types of "What if" analysis will be done. A stability analysis will be performed to measure the plan's ability to withstand changes in the driving variables in the sources of revenue. The plan should be able to manage a reasonable amount of changes in the underlying assumptions without unduly impacting the funding requirements of the plan. Changes in economic growth projections, unanticipated declines in ridership, or adverse changes to the level of inflation should be the type of variables the plan should be able to withstand. A reliability analysis will be performed to measure the plan's ability to be influenced by changes in the legislative and political environment.

Risk Analysis. In the cost side, each major component of the transportation system will be reviewed to ensure that sufficient allowance has been made to deal with unforeseen contingencies. This analysis will essentially measure the plan's ability to manage cost overruns and unanticipated delays and expenses beyond the planned expenditure levels.

Prepare Draft Program Management Plan. A Draft Program Management Plan will be prepared as required by FTA prior to approval for entry into Preliminary Engineering. The Draft Program Management Plan will include:

- Roles and Responsibilities of Key Participants;
- Quality Control and Assurance;

POTENTIAL FUNDING SOURCES FOR LOCAL MATCH	
State and Local Funds	<ul style="list-style-type: none"> • State Transit Assistance Funds • Transit Development Act (TDA) Funds • Motor Fuel Taxes • Vehicle Registration Fees • Special Purpose Local Option Sales Taxes • Special Tax Allocation Districts
Ancillary Revenues (Net of Cost of Operating)	<ul style="list-style-type: none"> • Parking Fees • Concessions • Advertising • Joint Development • Public / Private Partnerships
Innovative Financing Tools	<ul style="list-style-type: none"> • Capital Leases – Lease / Lease Back Program • Vendor Financing of Rolling Stock • Lease – Purchase Procurements • Various Short-Term Financing Programs

- Design Management;
- Real Estate and Other Property Acquisition;
- Risk Management;
- Safety and Security;
- Construction and Procurement Management;
- Testing and Preparation for Revenue Start-Up;
- Human Resources;
- Labor Relations and Dispute Resolution; and
- Legal Requirements, Assurances and Agreements.

Prepare New Starts Report. A New Starts Report will be prepared for submittal to FTA. This report will include:

- Project Justification Information (mobility improvements, environmental benefits, operating efficiencies, cost effectiveness,

transit supportive existing land use policies, and future patterns, and other factors);

- Financial Plan (proposed share from sources other than Section 5309 New Starts, strength of proposed capital funding plan, ability to fund operation and maintenance);
- Fleet Management Plan; and
- Draft Program Management Plan.

Prepare Request to Enter PE. A formal request for approval to enter Preliminary Engineering will be prepared for submittal to FTA.

Transition to Preliminary Engineering.

Transition to Preliminary Engineering will involve the preparation of the Administrative Record

(project files) and a scope of work that Omnitrans can use to supplement this contract.

Documents Needed for Transition to PE
LPA Report
20-Year Capital Program Financial Plan
20-Year Operating Program Financial Plan
20-Year Cash Flow
Draft Program Management Plan
New Starts Report
Fleet Management Plan
Request to Enter Preliminary Engineering
Administrative Record

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CHAPTER 2 - CAPITAL COSTS

The calculation of the Capital Costs for the various alternatives was assembled from four elements, which were summarized into the Standard Cost Categories (SCC) "Main Spreadsheet".

Tables 2.1 through 2.4 show two pages of the SCC; the "Main Spreadsheet" and "BUILD Annualized", for the Long-Term and Short-Term LPAs. Please note that costs are entered into the spreadsheet in thousands of dollars. This means that an entry of 472 represents \$472,000 and an entry of 20,100 represents a cost of \$20,100,000. The line items described below refer to those labeled on these Tables.

Those elements that contributed to the Capital Cost calculation are:

- **Right of Way Summary Sheets.** As part of the corridor definition and right-of-way analysis, a series of spreadsheets was constructed to compute where acquisition may be required. These spreadsheets
- provide estimates of the cost of real estate required to accommodate widening in the Corridor. In addition, they estimate the amount of the Corridor subject to roadway modification, as well as the length subject to simple re-striping. This provides input to line items 10.02, 10.03, and 60.01 in the SCC.
- **Structure Estimates.** These estimates provided cost estimates for the various structures (e.g. bridge widening) required for the various alternatives. Those components of cost for line items in the 80s, and line 90 of the SCC are computed separately for the entire Alternative.
- **Station Costing.** These provided estimates for capital costs for the stations. The station costing was comprised of a large number of elements, resulting in many entries in the SCC. The station costing spreadsheet, shown in Table 2.5, provided input to line items 20.01, 20.06, 40.05, 40.06, 40.07, 50.05, 50.06, and 60.01.

2 - Capital Costs

Table 2.1: Major Capital Project Costs (Long-Term LPA)

Major Capital Project Costs - Main Worksheet (Rev. 1, Jan. 21, 2005)						
Project	E-Street BRT - LPA (Long-Term)				Today's Date	10/6/05
Location	San Bernardino, CA				Yr of Base Year Dollars	2005
Project ID	XXXX (TEAM-Fast Track Cross-Ref. ID - automatically assigned by Fast Track; call to obtain)				Yr of Revenue Ops	2010
Phase	AA				Forecast Year	2030
Contracting Method	Design Bid Build, Design Build, CM at Risk, etc.				Number of Stations	16
Number of Route Miles	15.55					
<div style="border: 1px solid black; padding: 2px; width: fit-content;"> Base Year Dollars Total should match Base Year Dollars Total on the Allocated Contingency worksheet. </div>						
	Quantity	Base Year Dollars Total (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	9.65	30,875	\$ 3,199	56%	20%	34,920
10.01 Guideway: At-grade exclusive right-of-way						
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	4.89	21,688	\$ 4,435			
10.03 Guideway: At-grade in mixed traffic	4.54	321	\$ 71			
10.04 Guideway: Aerial structure	0.22	8,865	\$ 40,295			
10.05 Guideway: Built-up fill						
10.06 Guideway: Underground cut & cover						
10.07 Guideway: Underground tunnel						
10.08 Guideway: Retained cut or fill						
10.09 Track: Direct fixation						
10.10 Track: Embedded						
10.11 Track: Ballasted						
10.12 Track: Special (switches, turnouts)						
10.13 Track: Vibration and noise dampening						
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	16	11,167	\$ 698	20%	7%	12,587
20.01 At-grade station, stop, shelter, mall, terminal, platform	16	8,167	\$ 510			
20.02 Aerial station, stop, shelter, mall, terminal, platform						
20.03 Underground station, stop, shelter, mall, terminal, platform						
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.						
20.05 Joint development						
20.06 Automobile parking multi-story structure		3,000				
20.07 Elevators, escalators						
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	9.65	4,062	\$ 421	7%	3%	4,658
30.01 Administration Building: Office, sales, storage, revenue counting						
30.02 Light Maintenance Facility		4,062				
30.03 Heavy Maintenance Facility						
30.04 Storage or Maintenance of Way Building						
30.05 Yard and Yard Track						
40 SITEWORK & SPECIAL CONDITIONS	9.65	4,974	\$ 515	9%	3%	5,749
40.01 Demolition, Clearing, Earthwork						
40.02 Site Utilities, Utility Relocation		989				
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments						
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks						
40.05 Site structures including retaining walls, sound walls		606				
40.06 Pedestrian / bike access and accommodation, landscaping		472				
40.07 Automobile, bus, van accessways including roads, parking lots		2,905				
40.08 Temporary Facilities and other indirect costs during construction						
50 SYSTEMS	9.65	3,867	\$ 401	7%	3%	4,425
50.01 Train control and signals						
50.02 Traffic signals and crossing protection						
50.03 Traction power supply: substations						
50.04 Traction power distribution: catenary and third rail						
50.05 Communications		537				
50.06 Fare collection system and equipment		3,330				
50.07 Central Control						
Construction Subtotal (Sum Categories 10 - 50)	9.65	54,944	\$ 5,694	100%	36%	62,338
60 ROW, LAND, EXISTING IMPROVEMENTS	9.65	11,950	\$ 1,238		8%	13,691
60.01 Purchase or lease of real estate		11,950				
60.02 Relocation of existing households and businesses						
70 VEHICLES (number)	33	17,650	\$ 535		12%	20,107
70.01 Light Rail						
70.02 Heavy Rail						
70.03 Commuter Rail						
70.04 Bus	10	5,000	\$ 500			
70.05 Other	23	12,650	\$ 550			
70.06 Non-revenue vehicles						
70.07 Spare parts						
80 PROFESSIONAL SERVICES	9.65	43,107	\$ 4,467		28%	49,352
80.01 Preliminary Engineering		6593				
80.02 Final Design		13,736				
80.03 Project Management for Design and Construction		10,989				
80.04 Construction Administration & Management		10,989				
80.05 Insurance		200				
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		200				
80.07 Surveys, Testing, Investigation, Inspection		200				
80.08 Agency Force Account Work		200				
90 UNALLOCATED CONTINGENCY		25,000				
Subtotal (Sum Categories 10 - 90)	9.65	152,651	\$ 15,819		100%	174,187
100 FINANCE CHARGES		0			0%	0
Total Project Cost (Sum Categories 10 - 100)	9.65	152,651	\$ 15,819		100%	174,187
YOE Construction Cost per Mile (X000)			\$ 6,460			
YOE Total Project Cost per Mile (X000)			\$ 18,050			
Base Year Soft Costs & Contingency/Construction (90 + 90) / (10 thru 50)			124%			

Enter finance charges on Inflation Calculation to YOE worksheet.

Year of Base Year Dollars should match year in "Today's Date."

YOE Dollars automatically arrive from Inflation Calculation to YOE worksheet.

Below, please include notes, commentary, etc. to clarify usage of categories and line items, to note special conditions, reasons for cost change, etc.

**Table 2.2: Major Capital Project Costs (Long-Term LPA)
(Annualized Cost)**

Major Capital Project Costs - BUILD Annualized Cost (Template 8) (Rev. 1, Jan. 21, 2005)													
Project	E-Street BRT - LPA (Long-Term)					Today's Date	10/6/05						
Location	San Bernardino, CA					Yr of Base Year Dollars	2005						
<div>For the BUILD alternative, simply spread the Contingency according to perceived Risks. When the project includes buses, insert the appropriate Annualization Factor. The rest is automatically calculated.</div>						Quantity	Base Year Dollars Total (X000)	Spread proportionally Professional Services over Categories 10 through 50 (X000)	Spread Unallocated Contingency according to perceived Risks (X000)	Total with Professional Services and Unallocated Contingency spread (X000)	Years of Useful Life	Annualization Factor (based on 7% rate) [0.071 - (1.07) ⁻ⁿ no. yrs]	Annualized Cost = Total with Professional Services and Contingency spread x Ann. Factor (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)						9.65	30,875			60,097			4,637
10.01 Guideway: At-grade exclusive right-of-way						0.00	0	0	5,000	5,000	80	0.0703	352
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)						4.89	21,688	17,016		38,704	30	0.0806	3,119
10.03 Guideway: At-grade in mixed traffic						4.54	321	252		574	20	0.0944	54
10.04 Guideway: Aerial structure						0.22	8,865	6,955		15,820	80	0.0703	1,112
10.05 Guideway: Built-up fill						0.00	0	0		0	80	0.0703	0
10.06 Guideway: Underground cut & cover						0.00	0	0		0	70	0.0706	0
10.07 Guideway: Underground tunnel						0.00	0	0		0	70	0.0706	0
10.08 Guideway: Retained cut or fill						0.00	0	0		0	80	0.0703	0
10.09 Track: Direct fixation							0	0		0	30	0.0806	0
10.10 Track: Embedded							0	0		0	20	0.0944	0
10.11 Track: Ballasted							0	0		0	35	0.0772	0
10.12 Track: Special (switches, turnouts)							0	0		0	30	0.0806	0
10.13 Track: Vibration and noise dampening							0	0		0	30	0.0806	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)						16	11,167			24,928			1,770
20.01 At-grade station, stop, shelter, mall, terminal, platform						16	8,167	6,407	5,000	19,574	70	0.0706	1,382
20.02 Aerial station, stop, shelter, mall, terminal, platform						0	0	0		0	70	0.0706	0
20.03 Underground station, stop, shelter, mall, terminal, platform						0	0	0		0	70	0.0706	0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.						0	0	0		0	70	0.0706	0
20.05 Joint development						0	0	0		0	70	0.0706	0
20.06 Automobile parking multi-story structure						0	3,000	2,354		5,354	50	0.0725	388
20.07 Elevators, escalators						0	0	0		0	30	0.0806	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS							4,062			9,248			670
30.01 Administration Building: Office, sales, storage, revenue counting							0	0		0	50	0.0725	0
30.02 Light Maintenance Facility							4,062	3,186	2,000	9,248	50	0.0725	670
30.03 Heavy Maintenance Facility							0	0		0	50	0.0725	0
30.04 Storage or Maintenance of Way Building							0	0		0	50	0.0725	0
30.05 Yard and Yard Track							0	0		0	80	0.0703	0
40 SITEWORK & SPECIAL CONDITIONS							4,974			9,877			863
40.01 Demolition, Clearing, Earthwork							0	0		0	100	0.0701	0
40.02 Site Utilities, Utility Relocation							989	776		1,765	100	0.0701	124
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments							0	0		0	100	0.0701	0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks							0	0		0	100	0.0701	0
40.05 Site structures including retaining walls, sound walls							608	477		1,085	80	0.0703	76
40.06 Pedestrian / bike access and accommodation, landscaping							472	370		842	20	0.0944	80
40.07 Automobile, bus, van accessways including roads, parking lots							2,905	2,279	1,000	6,184	20	0.0944	584
40.08 Temporary Facilities and other indirect costs during construction							0	0		0	100	0.0701	0
50 SYSTEMS							3,867			7,901			746
50.01 Train control and signals							0	0		0	30	0.0806	0
50.02 Traffic signals and crossing protection							0	0		0	30	0.0806	0
50.03 Traction power supply: substations							0	0		0	40	0.0750	0
50.04 Traction power distribution: catenary and third rail							0	0		0	30	0.0806	0
50.05 Communications							537	421		958	20	0.0944	90
50.06 Fare collection system and equipment							3,330	2,613	1,000	6,943	20	0.0944	655
50.07 Central Control							0	0		0	30	0.0806	0
Construction Subtotal (Sum Categories 10 - 50)							54,944			112,051			8,686
60 ROW, LAND, EXISTING IMPROVEMENTS							11,950			22,950			1,608
60.01 Purchase or lease of real estate							11,950		11,000	22,950	100	0.0701	1,608
60.02 Relocation of existing households and businesses							0			0	100	0.0701	0
70 VEHICLES (number)						33	17,650			17,650			1,938
70.01 Light Rail						0	0			0	25	0.0858	0
70.02 Heavy Rail						0	0			0	25	0.0858	0
70.03 Commuter Rail						0	0			0	25	0.0858	0
70.04 Bus						10	5,000			5,000	12 to 18	0.1098	549
70.05 Other						23	12,650			12,650	varies	0.1098	1,389
70.06 Non-revenue vehicles						0	0			0	varies		0
70.07 Spare parts						0	0			0	varies		0
80 PROFESSIONAL SERVICES							43,107						
80.01 Preliminary Engineering							6,593						
80.02 Final Design							13,736						
80.03 Project Management for Design and Construction							10,989						
80.04 Construction Administration & Management							10,989						
80.05 Insurance							200						
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.							200						
80.07 Surveys, Testing, Investigation, Inspection							200						
80.08 Agency Force Account Work							200						
90 UNALLOCATED CONTINGENCY							25,000						
Subtotal (Sum Categories 10 - 90)							152,651	43,107	25,000	152,651			12,233

2 - Capital Costs

Table 2.3: Major Capital Project Costs (Short-Term LPA)

Major Capital Project Costs - Main Worksheet (Rev. 1, Jan. 21, 2005)							
Project	E-Street BRT - LPA (Short Term)				Today's Date	10/6/05	
Location	San Bernardino, CA				Yr of Base Year Dollars	2005	
Project ID	XXXX (TEAM-Fast Track Cross-Ref. ID - automatically assigned by Fast Track; call to obtain)						
Phase AA					Yr of Revenue Ops	2010	
Contracting Method: Design Bid Build, Design Build, CM at Risk, etc.					Forecast Year	2030	
Number of Route Miles					15.66	Number of Stations	16
<div style="border: 1px solid black; padding: 2px; width: fit-content;"> Base Year Dollars Total should match Base Year Dollars Total on the Allocated Contingency worksheet. </div>							
	Quantity	Base Year Dollars Total (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)	
10 GUIDEWAY & TRACK ELEMENTS (route miles)							
10.01 Guideway: At-grade exclusive right-of-way	9.75	32,383	\$ 3,321	57%	21%	36,724	
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	5.05	22,398	\$ 4,435				
10.03 Guideway: At-grade in mixed traffic	4.48	317	\$ 71				
10.04 Guideway: Aerial structure	0.22	9,668	\$ 43,945				
10.05 Guideway: Built-up fill							
10.06 Guideway: Underground cut & cover							
10.07 Guideway: Underground tunnel							
10.08 Guideway: Retained cut or fill							
10.09 Track: Direct fixation							
10.10 Track: Embedded							
10.11 Track: Ballasted							
10.12 Track: Special (switches, turnouts)							
10.13 Track: Vibration and noise dampening							
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	16	11,167	\$ 698	20%	7%	12,587	
20.01 At-grade station, stop, shelter, mall, terminal, platform	16	8,167	\$ 510				
20.02 Aerial station, stop, shelter, mall, terminal, platform							
20.03 Underground station, stop, shelter, mall, terminal, platform							
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.							
20.05 Joint development							
20.06 Automobile parking multi-story structure		3,000					
20.07 Elevators, escalators							
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	9.75	4,062	\$ 417	7%	3%	4,658	
30.01 Administration Building: Office, sales, storage, revenue counting							
30.02 Light Maintenance Facility		4,062					
30.03 Heavy Maintenance Facility							
30.04 Storage or Maintenance of Way Building							
30.05 Yard and Yard Track							
40 SITEWORK & SPECIAL CONDITIONS	9.75	4,913	\$ 504	9%	3%	5,676	
40.01 Demolition, Clearing, Earthwork							
40.02 Site Utilities, Utility Relocation		1,017					
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments							
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks							
40.05 Site structures including retaining walls, sound walls		624					
40.06 Pedestrian / bike access and accommodation, landscaping		472					
40.07 Automobile, bus, van accessways including roads, parking lots		2,800					
40.08 Temporary Facilities and other indirect costs during construction							
50 SYSTEMS	9.75	3,867	\$ 397	7%	2%	4,425	
50.01 Train control and signals							
50.02 Traffic signals and crossing protection							
50.03 Traction power supply: substations							
50.04 Traction power distribution: catenary and third rail							
50.05 Communications		537					
50.06 Fare collection system and equipment		3,330					
50.07 Central Control							
Construction Subtotal (Sum Categories 10 - 50)	9.75	56,392	\$ 5,784	100%	36%	64,070	
60 ROW, LAND, EXISTING IMPROVEMENTS	9.75	12,888	\$ 1,322		8%	14,813	
60.01 Purchase or lease of real estate		12,888					
60.02 Relocation of existing households and businesses							
70 VEHICLES (number)	33	17,650	\$ 535		11%	20,107	
70.01 Light Rail							
70.02 Heavy Rail							
70.03 Commuter Rail							
70.04 Bus	10	5,000	\$ 500				
70.05 Other	23	12,650	\$ 550				
70.06 Non-revenue vehicles							
70.07 Spare parts							
80 PROFESSIONAL SERVICES	9.75	44,222	\$ 4,536		28%	50,686	
80.01 Preliminary Engineering		6767					
80.02 Final Design		14,098					
80.03 Project Management for Design and Construction		11,278					
80.04 Construction Administration & Management		11,278					
80.05 Insurance		200					
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		200					
80.07 Surveys, Testing, Investigation, Inspection		200					
80.08 Agency Force Account Work		200					
90 UNALLOCATED CONTINGENCY		25,000			16%	28,698	
Subtotal (Sum Categories 10 - 90)	9.75	156,151	\$ 16,015		100%	178,374	
100 FINANCE CHARGES		0			0%	0	
Total Project Cost (Sum Categories 10 - 100)	9.75	156,151	\$ 16,015		100%	178,374	
YOE Construction Cost per Mile (X000)			\$ 6,571				
YOE Total Project Cost per Mile (X000)			\$ 18,295				
Base Year Soft Costs & Contingency/Construction (80 + 90) / (10 thru 50)			123%				

Enter finance charges on Inflation Calculation to YOE worksheet.

Year of Base Year Dollars should match year in "Today's Date."

YOEs Dollars automatically arrive from Inflation Calculation to YOE worksheet.

Below, please include notes, commentary, etc. to clarify usage of categories and line items, to note special conditions, reasons for cost change, etc.

**Table 2.4: Major Capital Project Costs (Short-Term LPA)
(Annualized Cost)**

Major Capital Project Costs - BUILD Annualized Cost (Template 8) (Rev. 1, Jan. 21, 2005)									
Project		E-Street BRT - LPA (Short Term)					Today's Date		10/6/05
Location		San Bernardino, CA					Yr of Base Year Dollars		2005
For the BUILD alternative, simply spread the Contingency according to perceived Risks. When the project includes buses, insert the appropriate Annualization Factor. The rest is automatically calculated.		Quantity	Base Year Dollars Total (X000)	Spread proportionally Professional Services over Categories 10 through 50 (X000)	Spread Unallocated Contingency according to perceived Risks (X000)	Total with Professional Services and Unallocated Contingency spread (X000)	Years of Useful Life	Annualization Factor (based on 7% rate) [0.071 - (1.07) ⁿ no. yrs]	Annualized Cost = Total with Professional Services and Contingency spread x Ann. Factor (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)		9.75	32,383			62,777			4,838
10.01 Guideway: At-grade exclusive right-of-way		0.00	0	0	5,000	5,000	80	0.0703	352
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)		5.05	22,398	17,564		39,962	30	0.0806	3,220
10.03 Guideway: At-grade in mixed traffic		4.48	317	249		566	20	0.0944	53
10.04 Guideway: Aerial structure		0.22	9,668	7,582		17,250	80	0.0703	1,213
10.05 Guideway: Built-up fill		0.00	0	0		0	80	0.0703	0
10.06 Guideway: Underground cut & cover		0.00	0	0		0	70	0.0706	0
10.07 Guideway: Underground tunnel		0.00	0	0		0	70	0.0706	0
10.08 Guideway: Retained cut or fill		0.00	0	0		0	80	0.0703	0
10.09 Track: Direct fixation			0	0		0	30	0.0806	0
10.10 Track: Embedded			0	0		0	20	0.0944	0
10.11 Track: Ballasted			0	0		0	35	0.0772	0
10.12 Track: Special (switches, turnouts)			0	0		0	30	0.0806	0
10.13 Track: Vibration and noise dampening			0	0		0	30	0.0806	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)		16	11,167			24,924			1,770
20.01 At-grade station, stop, shelter, mall, terminal, platform		16	8,167	6,404	5,000	19,571	70	0.0706	1,382
20.02 Aerial station, stop, shelter, mall, terminal, platform		0	0	0		0	70	0.0706	0
20.03 Underground station, stop, shelter, mall, terminal, platform		0	0	0		0	70	0.0706	0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.		0	0	0		0	70	0.0706	0
20.05 Joint development		0	0	0		0	70	0.0706	0
20.06 Automobile parking multi-story structure		0	3,000	2,353		5,353	50	0.0725	388
20.07 Elevators, escalators		0	0	0		0	30	0.0806	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS			4,062			9,247			670
30.01 Administration Building: Office, sales, storage, revenue counting			0	0		0	50	0.0725	0
30.02 Light Maintenance Facility			4,062	3,185	2,000	9,247	50	0.0725	670
30.03 Heavy Maintenance Facility			0	0		0	50	0.0725	0
30.04 Storage or Maintenance of Way Building			0	0		0	50	0.0725	0
30.05 Yard and Yard Track			0	0		0	80	0.0703	0
40 SITEWORK & SPECIAL CONDITIONS			4,913			9,766			851
40.01 Demolition, Clearing, Earthwork			0	0		0	100	0.0701	0
40.02 Site Utilities, Utility Relocation			1,017	798		1,815	100	0.0701	127
40.03 Haz. mat'l, contain'd soil removal/mitigation, ground water treatments			0	0		0	100	0.0701	0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks			0	0		0	100	0.0701	0
40.05 Site structures including retaining walls, sound walls			624	489		1,113	80	0.0703	78
40.06 Pedestrian / bike access and accommodation, landscaping			472	370		842	20	0.0944	79
40.07 Automobile, bus, van accessways including roads, parking lots			2,800	2,196	1,000	5,996	20	0.0944	566
40.08 Temporary Facilities and other indirect costs during construction			0	0		0	100	0.0701	0
50 SYSTEMS			3,867			7,899			746
50.01 Train control and signals			0	0		0	30	0.0806	0
50.02 Traffic signals and crossing protection			0	0		0	30	0.0806	0
50.03 Traction power supply: substations			0	0		0	40	0.0750	0
50.04 Traction power distribution: catenary and third rail			0	0		0	30	0.0806	0
50.05 Communications			537	421		958	20	0.0944	90
50.06 Fare collection system and equipment			3,330	2,611	1,000	6,941	20	0.0944	655
50.07 Central Control			0	0		0	30	0.0806	0
Construction Subtotal (Sum Categories 10 - 50)			56,392			114,613			8,675
60 ROW, LAND, EXISTING IMPROVEMENTS			12,888			23,888			1,674
60.01 Purchase or lease of real estate			12,888		11,000	23,888	100	0.0701	1,674
60.02 Relocation of existing households and businesses			0		0	0	100	0.0701	0
70 VEHICLES (number)		33	17,650			17,650			1,938
70.01 Light Rail		0	0			0	25	0.0858	0
70.02 Heavy Rail		0	0			0	25	0.0858	0
70.03 Commuter Rail		0	0			0	25	0.0858	0
70.04 Bus		10	5,000			5,000	12 to 18	0.1098	549
70.05 Other		23	12,650			12,650	varies	0.1098	1,389
70.06 Non-revenue vehicles		0	0			0	varies		0
70.07 Spare parts		0	0			0	varies		0
80 PROFESSIONAL SERVICES			44,222						
80.01 Preliminary Engineering			6,767						
80.02 Final Design			14,098						
80.03 Project Management for Design and Construction			11,278						
80.04 Construction Administration & Management			11,278						
80.05 Insurance			200						
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.			200						
80.07 Surveys, Testing, Investigation, Inspection			200						
80.08 Agency Force Account Work			200						
90 UNALLOCATED CONTINGENCY			25,000						
Subtotal (Sum Categories 10 - 90)			156,151	44,222	25,000	156,151			12,487

Table 2.5: Station Costing Detail

Station Costing Detail	Unit	Quantity	Unit Cost	Site Cost	Comments	LPA - Long Term			LPA - Short Term		
						Units	Cost	Sub Total	Units	Cost	Sub Total
20.01 At-grade station, stop,											
48' Canopy	LS	1	\$141,000	\$141,000		4	\$564,000		4	\$564,000	
						13	\$1,283,099		13	\$1,283,099	
						12	\$845,999		12	\$845,999	
Sidewalk (120'x18')	SF	2160	\$6	\$12,960		30	\$388,800		30	\$388,800	
Electrical for Lighting	LS	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
Solar Power (optional)	LS	2	\$4,000	\$8,000		30	\$240,000		30	\$240,000	
Lighting (Poles)	LS	2	\$7,000	\$14,000		30	\$420,000		30	\$420,000	
Lighting Under Canopy	LS	1	\$50,000	\$50,000		30	\$1,500,000		30	\$1,500,000	
Light To Alert Passengers of Bus	LS	1	\$2,000	\$2,000		30	\$60,000		30	\$60,000	
Water Hookup	LS	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
					Assumes Water & Electrical						
Misting System	LS	1	\$4,000	\$4,000		30	\$120,000		30	\$120,000	
Benches	LS	4	\$3,000	\$12,000		30	\$360,000		30	\$360,000	
Station Marker/Logo Sign	LS	1	\$8,000	\$8,000		30	\$240,000		30	\$240,000	
System/Neighborhood Map	LS	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
Signs	EA	10	\$500	\$5,000		30	\$150,000		30	\$150,000	
Public Art	Allowance	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
Trash Receptacle	LS	3	\$3,000	\$9,000		30	\$270,000		30	\$270,000	
Decorative Crosswalks	LS	1	\$20,000	\$20,000		30	\$600,000		30	\$600,000	
Street Trees	EA	5	\$1,500	\$7,500	Trees every 40 ft	30	\$225,000		30	\$225,000	
Subtotal								\$8,166,898			\$8,166,898
20.06 Automobile parking multi-story structure											
Parking Structure	Space	1	\$25,000	\$25,000		120	\$3,000,000		120	\$3,000,000	
Subtotal								\$3,000,000			\$3,000,000

Table 2.5 (Continued): Station Costing Detail

	Station Costing Detail	Unit	Quantity	Unit Cost	Site Cost	Comments	LPA - Long Term			LPA - Short Term		
							Units	Cost	Sub Total	Units	Cost	Sub Total
40.05 Site structures including retaining walls, sound walls												
	2.5 Ft tall wall enclosure (poured concrete)	LF	80	\$100	\$8,000		21	\$168,000		23	\$184,000	
	Curb Extension (Concrete)	LS	1	\$20,000	\$20,000		22	\$440,000		22	\$440,000	
Subtotal								\$608,000			\$624,000	
40.06 Pedestrian / bike access and accommodation, landscaping												
	Landscaping	Allowance	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
	Windscreen	Allowance	2	\$5,000	\$10,000		30	\$300,000		30	\$300,000	
	Bike Racks	LS	2	\$360	\$720		30	\$21,600		30	\$21,600	
Subtotal								\$471,600			\$471,600	
40.07 Automobile, bus, van accessways including roads, parking lots												
	Surface Parking	Space	1	\$3,500	\$3,500		830	\$2,905,000		800	\$2,800,000	
Subtotal								\$2,905,000			\$2,800,000	
50.05 Communication												
	Passenger Telephone	LS	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
	Security Devices (Cameras)	Station	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
	Variable Message Sign	LS	1	\$2,900	\$2,900		30	\$87,000		30	\$87,000	
Subtotal								\$537,000			\$537,000	
50.06 Fare Collection System And Equipment												
	Ticket Vending Machine	LS	1	\$60,000	\$60,000		48	\$2,880,000		48	\$2,880,000	
	Validator	LS	1	\$15,000	\$15,000		30	\$450,000		30	\$450,000	
Subtotal								\$3,330,000			\$3,330,000	
60.01 Purchase of Lease of Real Estate												
		See RoW Worksheet										
								\$7,105,720			\$7,769,320	
Total								\$26,124,218			\$26,598,818	

■ Operating Costs Calculation Spreadsheet.

The operating cost calculation presented in the following chapter was used to provide the number of buses required for each alternative. These buses are capital cost items, which are entered on line items 70.04 and 70.05 of the SCC. In addition, the "fair share" cost of the light maintenance facility currently planned by Omnitrans (as a portion of the 260 bus capacity) is added to line item 30.02.

A summary of the resulting capital and annualized capital costs for the four alternatives (No Build, TSM, Long-Term LPA, Short-Term LPA) is shown in Table 2.6. The alternatives range from \$70,437,000 for the TSM to \$156,151,000 for the Short-Term LPA. This corresponds to annualized costs ranging from \$5,909,000 for the TSM to \$12,487,000 for the Short-Term LPA.

The capital costs developed in the "Main Spreadsheet" can be annualized based on an assumption of the number of years of useful life for each element. One benefit to the great detail

required by the SCC is that differing annualization factors can be applied to each line item. Tables 2.2 and 2.4 show the annualization calculation (built into the SCC) for the Long-Term and Short-Term LPA. The last three columns on the right show: the useful life, the annualization factor (based on a 7% discount rate), and the resultant annualized cost for each line item. The line items are summed to obtain the total annualized cost for the alternative. The useful lives and discount rate (annualization factors) are fixed by the FTA for all capital cost items other than buses.

Table 2.6: Summary of Capital Costs

Alternatives	Total Capital Cost	Annualized Capital Cost
No Build	\$8,100,000	\$830,000
TSM Alternative	\$70,437,000	\$5,909,000
sbX LPA {Long-Term}	\$152,651,000	\$12,233,000
sbX LPA {Short-Term}	\$156,151,000	\$12,487,000

CHAPTER 3 - OPERATING COSTS

In addition to capital costs, operating costs for each alternative were developed. These could then be combined to provide an annualized total cost for each alternative, which would be more directly comparable.

sbX operating costs share components with bus operating costs. Each comes from a combination of vehicle service hours and the cost per vehicle service hour.

Vehicle service hours include the time spent in actual service, layover time at the end of the route and time, if necessary, to turn the bus around at each end of the route. Computing vehicle service hours included the following steps:

- The distance of each alignment has been measured. Round trip times have been simulated.
- Layover times need to be 10% of the round trip running time, with a minimum of 10 minutes, according to Omnitrans' labor agreement with the bus operators
- Turnaround times for each alignment were estimated by the project team subject to further refinement later in the study
- Adding these three separate estimates, a total time for each round trip was computed for each alignment
- Round trip time multiplied by the number of round trips per day yields the daily vehicle service hours, which were annualized by multiplying by 311, the current Annualization factor for Omnitrans fixed route service.
- Calculations of operating costs used Omnitrans' average bus operating (\$82.24) cost, from the Short Range Transit Plan (S RTP) for 2004 to 2009.
- Multiplying the annual vehicle service hours by the average operating cost yields estimated annual cost for any alignment.

The results of this calculation are shown in Table 3.1. The TSM Alternative has a larger operating cost than the LPAs since more buses are required to cover the route (as the sbX is faster) and hence, require more vehicle service hours and a greater operating cost.

3 - Operating Costs

Table 3.1: Operating Cost Calculations (All Routes that vary between Alternatives)

Alternatives	Routes	Peak		Headway		Weekday			Peak Vehicles Required	Weekday Operating Cost	Annual Operating Cost	Annual Oper. \$ per Alternative
		Round Trip				# Round	Veh Serv	Veh Serv				
		Miles	Minutes	Peak	OP	Trips	Hours	Miles				
No Build Alternative		27.0	138	15	15	72	188	2016	13	\$15,500	\$4,880,000	\$4,880,000
TSM Alternative	Route 2	32.0	112	5	5	216	461	7137	31	\$37,900	\$11,932,000	
	Limited Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$15,584,000
sbX LPA {Long-term}	sbX	31.1	80	5	5	216	343	6934	23	\$28,200	\$8,878,000	
	Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$12,530,000
sbX LPA {Short-term}	sbX	31.3	81	5	5	216	344	6981	23	\$28,300	\$8,909,000	
	Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$12,561,000
Assumptions:												
5 minute turnaround per round trip												
1 mile turnaround per round trip												
10% layover												
10 minute minimum layover per round trip												
6 peak hours												
12 off-peak hours												
Operating cost of \$82.24 per hour (from 2004 SRTP)												
Number of vehicles includes 20% spares												
Annualization Factor (from 2004 SRTP pp G-15)												

CHAPTER 4 - ANNUALIZED COSTS

The annualized costs from Tables 2.6 and 3.1 can be combined to provide the total annualized cost of each alternative.

Table 4.1 shows the total annualized cost for each alternative. The TSM alternative, which includes the same Park and Ride (PNR) facilities

as in the LPA, albeit with fewer spaces, as well as requiring more buses to service the route, has a total annualized capital cost of \$21,493,000 while the LPA Alternatives are \$24,763,000 for the Long-Term LPA, and \$25,048,000 for the Short-Term LPA.

Table 4.1: Comparison of Annualized Costs

Alternatives	Annualized Capital Cost	Annualized Operating Cost	Total Annualized Cost	Increment Above No Build	Increment Above TSM
No Build Alternative	\$830,000	\$6,192,000	\$7,022,000	\$0	
TSM Alternative	\$5,909,000	\$15,584,000	\$21,493,000	\$14,471,000	\$0
sbX LPA {Long-Term}	\$12,233,000	\$12,530,000	\$24,763,000	\$17,741,000	\$3,270,000
sbX LPA {Short-Term}	\$12,487,000	\$12,561,000	\$25,048,000	\$18,026,000	\$3,555,000

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CHAPTER 5 - TRAVEL DEMAND FORECASTS AND BENEFITS

Travel Demand Model

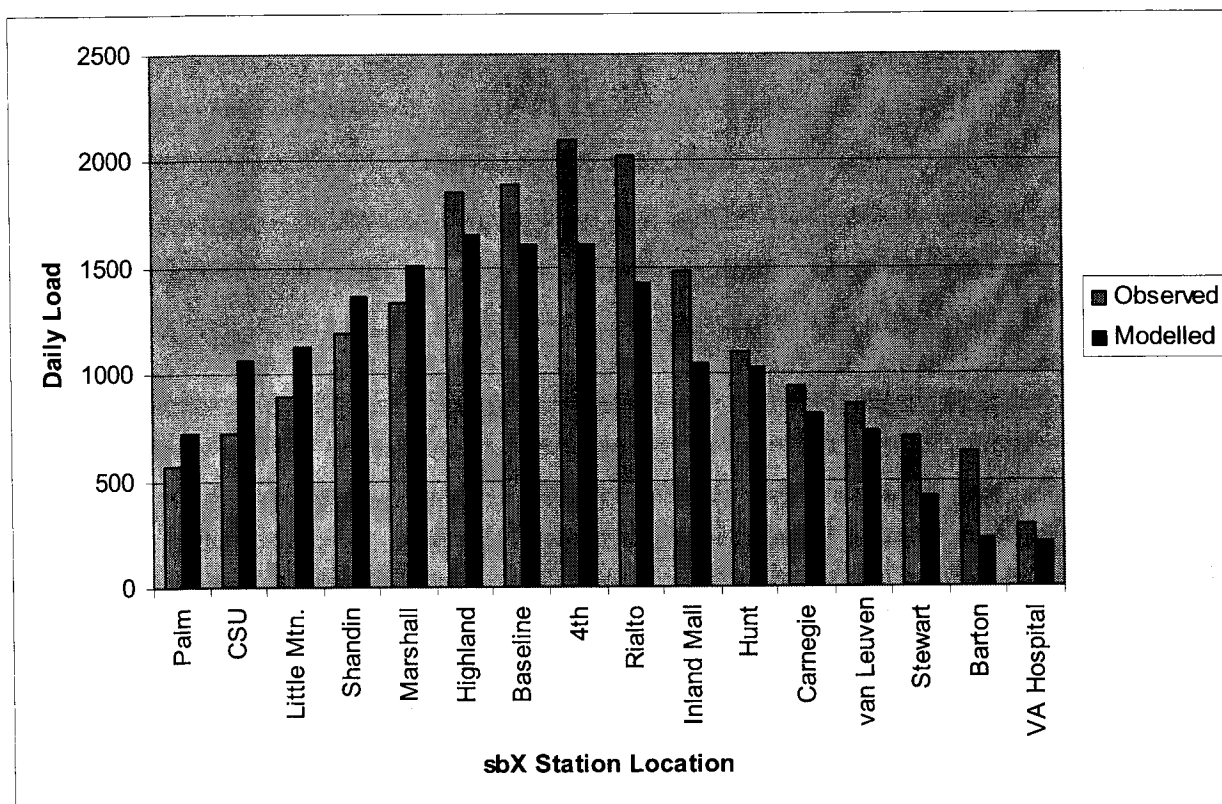
The San Bernardino Valley Travel Model (SBVM) was developed specifically for the purpose of creating travel demand forecasts of transit ridership in the San Bernardino Valley and the E Street Corridor. These forecasts were used to estimate future transit ridership on the different alternatives being tested, and to assess the relative benefits of the various alternatives.

The SBVM is similar in structure to the Southern California Association of Governments (SCAG) model, with additional detail added in the San Bernardino Valley. The other major difference between the SBVM and SCAG models is that SBVM includes a more robust mode choice

model that is based on the mode choice model developed for and used by OCTAM. This mode choice model is better suited for testing the range of transit modes available in the San Bernardino Valley.

The SBVM was developed and calibrated to provide an accurate representation of existing transit ridership in the San Bernardino Valley and the E Street Corridor. Exhibit 5.1 presents a comparison of the observed and modeled load profiles for Omnitrans Route 2. This exhibit shows how closely the model estimated the ridership on the transit route through the E Street Corridor. The validation of the transit assignment element of the SBVM is strongly demonstrated by this exhibit.

Exhibit 5.1: Route 2 Daily Loads at sbX Station Locations



Horizon Year 2030 Travel Demand Forecasts for the LPA

This section describes the results of the transit assignments for the LPA versus the No Build and TSM Baselines.

Background Assumptions

The No Build, TSM, and LPA model runs for the horizon year (2030) all include the same background assumptions. This is done so that the travel demand forecast results isolate the impacts of the different networks and ignore the incremental impacts of other factors.

For the purposes of the E Street Corridor analysis, all of the model runs are based on a single horizon year (2030), a single scenario of population and employment growth (based on the SCAG Baseline forecast for Year 2030), and a single highway network (based on the SCAG Baseline network, plus highway improvements in the San Bernardino Valley that are funded by the extension of Measure I).

Socioeconomic Data

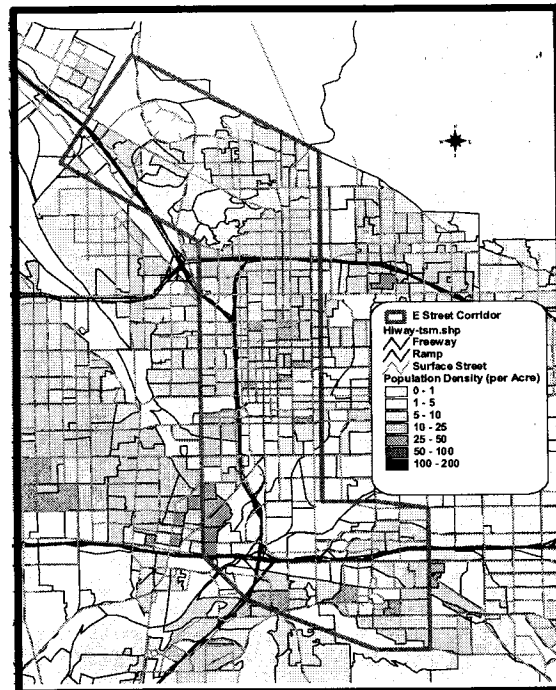
The background socioeconomic data used in the SBVM travel demand forecasts is based on the Year 2030 SCAG data. Detailed analysis of the SCAG data showed that population and employment growth forecasts for the City of San Bernardino were applied using constant growth rates. I.e. all SCAG TAZs within the City of San Bernardino had the same growth rates for residential data and the same growth rates for employment data.

In order to produce more realistic forecasts, the socioeconomic data for the City of San Bernardino was reallocated to SCAG zones. The reallocation was based on other available information, including land use forecasts used in the CTP and East Valley models, and land use projections of the City of San Bernardino.

The horizon year (2030) population and employment forecasts used in the detailed analysis are displayed graphically in Exhibits 5.2 and 5.3. Exhibit 5.2 displays the forecast population density for the SBVM TAZs within and adjacent to the E Street Corridor, while Exhibit

5.52 displays the employment density for the same TAZs.

Exhibit 5.2: Population Density in E Street Corridor

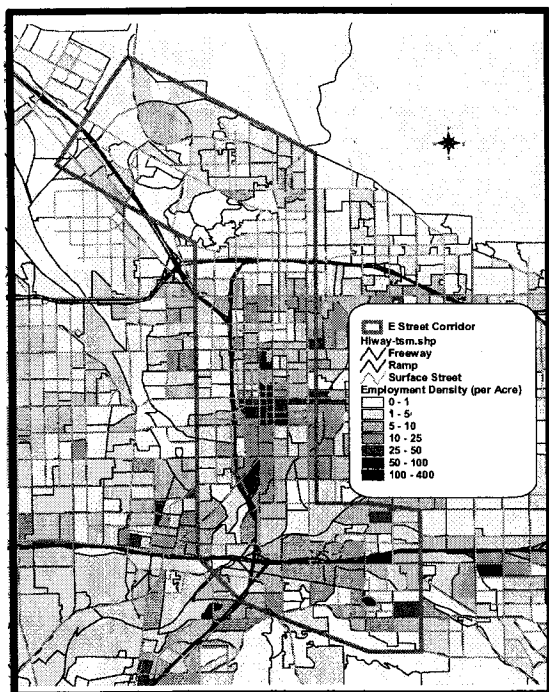


Highway Networks

The horizon year transportation networks are based on the SCAG Baseline networks, plus highway improvements that are funded by the extension of San Bernardino County Measure I. These highway improvements are summarized in Appendix A.

The SCAG Baseline networks were analyzed to ensure that the area type coding was consistent with the level of development forecast in the E Street Corridor. This analysis showed that some facilities in the Corridor were coded with the suburban area type, when they were forecast to experience growth that warranted their classification as either urban or urban business district.

Exhibit 5.3: Employment Density in E Street Corridor



Transit Networks

The baseline transit networks used for the comparative analysis include over 1,000 regional transit routes. Transit routes serving the San Bernardino Valley were coded to a greater level of detail than routes in the rest of the region.

Summary descriptions of these No Build and TSM baseline networks are presented here.

The No Build network includes only existing plus funded transportation improvements in the E Street Corridor. For fixed route transit, this level-of-service is defined in the Omnitrans SRTP as the Financially Constrained Scenario. The No Build Baseline also includes an increase in transit frequency on Route 2 serving the E Street Corridor, from 30-minute to 15-minute headways. Other changes in transit operations in the E Street Corridor include: a new San Bernardino Transcenter at Rialto Street and E Street; the proposed Redlands Rail Line plus supporting shuttles; a Loma Linda circulator service; a circulator service for California State University-San Bernardino; and new regional transit services operated by the Victor Valley Transit Authority and Orange County Transit Authority.

The TSM Baseline includes all facilities and services in the No Build Baseline plus certain planned or trend line service enhancements as defined in local service plans for Omnitrans, the Southern California Regional Rail Authority (Metrolink Commuter Rail), and the existing level of service of other operators in the area. The higher service levels associated with the Omnitrans Short Range Transit Plan's Up to Design Guidelines Scenario are included in this network. The improved levels of transit service reflected in the TSM and LPA networks have a profound impact on transit demand in the detailed analysis.

The TSM Baseline includes both Route 2 service at 20 minute headways and limited stop service on the Route 2 alignment operating at 5 minute headways. For roadway elements in the TSM Baseline, it is assumed that the construction of Evans Street will be completed from Redlands Boulevard south to Barton Road in Loma Linda.

The LPA network has north-south oriented lines that connect the numerous activity centers in the E Street Corridor. The LPA network has the same background transit services as those defined in the TSM Baseline, with minor deviations to serve route-specific transfer locations. The LPA network includes both Route 2 service at 20-minute headways and the premium, \$bX service operating at 5 minute headways, but not the limited stop service on Route 2. Roadway elements in the LPA are the same as for the TSM Baseline.

Special Generator and Visitor Trips

A small portion of the potential demand for transit in the E Street Corridor will come from trips that are not estimated in the four-step modeling process. These additional trips include trips made by visitors to the region and trips destined for special events that are not made on a daily basis. A detailed analysis was conducted to identify and quantify these potential trips.

Table 5.1 presents a list of over a dozen attractions and events within the E Street Corridor that have the potential to attract a significant number of transit trips to the Corridor. Special care was taken to avoid double counting trips that would have been generated by the standard modeling procedures.

This table includes the number of annual visits to each of these attractions or events, and the estimated number of additional transit trips that could be associated with these sites annually. These annual estimates were converted to daily transit riders for both the TSM and BRT baselines. Eventually, these daily trip ends were used to amend the ridership forecasts along the transit alignments. A total of 640 daily transit trip ends (320 transit trips) were added to the daily transit trip tables for assignment in the LPA, and 310 daily transit trip ends (155 transit trips) were added in the TSM baseline.

Ridership Forecasts

Transit ridership can be reported as either linked trips or unlinked trips. Linked trips are trips made for a purpose from an origin point to a destination point. Linked transit trips can involve the use of more than one transit vehicle. Unlinked trips are associated with the in-vehicle portion of transit travel on individual transit vehicles. In general, a linked transit trip with one transfer will include two unlinked transit trips. Linked trips are used to compare the total number of trips, and new trips, for the No Build, TSM and LPA. Unlinked trips (passenger boardings) are used to describe the relative amount of activity on transit routes for the No Build, TSM and LPA.

The total number of linked transit trips associated with the No Build, TSM and LPA is summarized in Table 5.2. This table displays the estimated number of transit trips in both San Bernardino County and the E Street Corridor.

Table 5.1: Annual Special Event and Visitor Trips in E Street Corridor

Generator	Annual Attendance	TSM Baseline		LPA	
		Annual Transit Trips	Daily Transit Trips	Annual Transit Trips	Daily Transit Trips
CSUSB					
Coussoulis Arena Events	180,000	5,400	20	16,200	50
North San Bernardino Little League Complex	60,000	1,800	10	5,400	20
Downtown San Bernardino					
Convention Center	100,000	5,000	20	10,000	30
Route 66 Rendezvous	500,000	25,000	80	50,000	160
Hotel Rooms	90,000	4,500	10	9,000	30
Arrowhead Credit Union Park	350,000	17,500	60	35,000	110
Orange Show Fairgrounds					
National Orange Show Festival	100,000	5,000	20	10,000	30
Citrus Fair Festival	50,000	2,500	10	5,000	20
Other Events	50,000	2,500	10	5,000	20
Hospitality Lane					
Restaurants	1,200,000	3,000	10	6,000	20
Hotel Rooms	300,000	15,000	50	30,000	100
Loma Linda University Medical Center	450,000	3,600	10	10,800	40
Veterans Administration Medical Center	460,000	1,000	-	3,000	10
All Generators	3,890,000	91,800	310	195,400	640

Table 5.2: Year 2030 Linked Transit Trips

	No Build	TSM	LPA
San Bernardino County	118,779	140,083	142,152
New Trips - vs. No Build	-	21,304	23,373
New Trips - vs. TSM	-	-	2,069
E Street Corridor	32,985	39,933	41,906
New Trips - vs. No Build	-	6,948	8,921
New Trips - vs. TSM	-	-	1,973

This table shows that the LPA is forecast to attract approximately 2,000 new transit trips to San Bernardino County, and that almost all of these new trips will be within the E Street Corridor.

The daily unlinked transit ridership forecasts for the No Build, TSM and LPA are summarized in Table 5.3. This table shows that the TSM is forecast to experience almost 70,000 more transit boardings than the No Build on transit routes that serve the San Bernardino Valley. This includes a large number of additional boardings associated with level of service improvements for Omnitrans and Metrolink services, and the extension of the Gold Line into the western portion of the San Bernardino Valley.

In the E Street Corridor, the TSM is forecast to have 5,900 more unlinked transit trips than the No Build along the standard alignment. A large

number of these boardings will be reallocated from the Route 2 local bus service to the Route 2 – Limited service.

The Route 2/sbX service combination in the LPA is forecast to serve almost 4,000 more unlinked transit trips than the Route 2/Limited service combination in the TSM. This accounts for almost all of the additional ridership in the San Bernardino Valley, where the remainder of the horizon year transit service is assumed to be constant between the TSM and LPA.

Table 5.3 also shows that the LPA is forecast to serve 1.6 percent more daily transit riders in the San Bernardino Valley than the TSM. The ridership differences between the TSM and LPA is mostly confined to Routes 2, 2 – Limited, and sbX, with very minor ridership impacts on other routes in the San Bernardino Valley.

Table 5.3: Daily Ridership Statistics for Transit Routes Serving San Bernardino Valley

Operator	Name	No Build	TSM	LPA
Routes Serving Route 2 Alignment				
Omnitrans	Route 2	7,446	3,460	3,196
Omnitrans	Route 2 - Limited	-	9,855	-
Omnitrans	sbX	-	-	14,060
Route 2 Alignment Subtotal		7,446	13,315	17,256
Other Routes Serving E Street Corridor				
Omnitrans	17 Routes	53,482	63,610	63,827
Metrolink	Union Station	12,776	15,814	15,788
Redlands Rail	1 Route	5,953	5,040	5,232
Riverside	Route 25	4,011	3,998	4,022
Victor Valley	1 Route	225	193	107
MARTA	2 Routes	309	287	275
Corridor Subtotal		76,756	88,942	89,251
Routes Serving Rest of East Valley				
Omnitrans	Routes 22, 29, 90, & feeders	6,757	8,152	8,202
Riverside	Routes 36 & 204	541	551	557
East Valley Subtotal		7,298	8,703	8,759
Routes Serving West Valley				
Omnitrans	16 Routes	48,288	54,838	54,821
Other Operators	3 Routes	43,164	86,792	86,774
West Valley Subtotal		91,452	141,630	141,595
All Routes Serving San Bernardino Valley				
San Bernardino Valley Total		182,952	252,590	256,861

Other performance characteristics for Route 2, Route 2 – Limited, and sbX are displayed in Table 5.4. This table shows the sbX alignment saves over 15 minutes off of the Route 2 – Limited service run time, and that the resulting ridership increases by over 4,000 total daily passenger boardings. The daily ridership for the sbX service in the LPA is forecast to be over 14,000 daily passenger boardings, as compared to fewer than 10,000 daily passenger boardings on the TSM's Limited service.

Route Profiles

Route profiles are graphics used as a visual aid to display the transit ridership along a transit

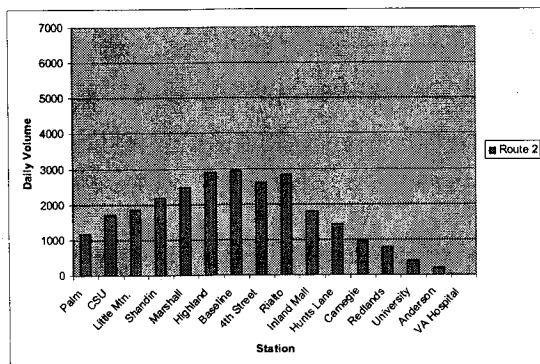
alignment. The E Street Corridor route profiles for the No Build, TSM and LPA are displayed in Exhibit 5.4. These graphics show the locations of and relative magnitudes of the peak load points. The peak ridership points for the No Build and TSM Baselines are located north of downtown San Bernardino, between the Baseline and 4th Street stations, while the peak load point for the LPA is located south of the Rialto Street Transcenter. The peak load point for the LPA carries more than 20 percent more daily passengers than for the TSM.

Table 5.4: Daily Ridership Characteristics for E Street Corridor Routes

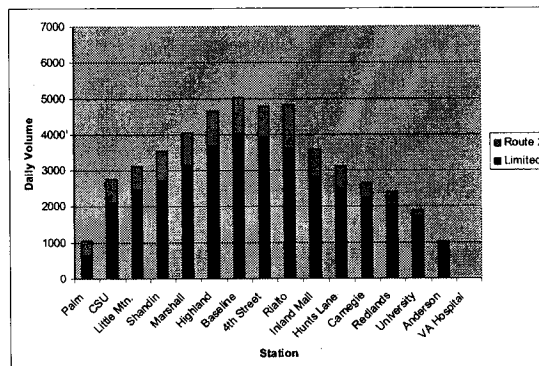
Measure	No Build	TSM	LPA
Route 2			
Travel Time in Minutes	69.0	69.1	68.9
Vehicles Required	13	10	10
Forecast Riders	7,891	3,460	3,196
Passenger Miles	26,145	10,150	9,680
Route 2 - Limited / sbX			
Travel Time in Minutes	-	55.9	40.2
Vehicles Required	-	31	23
Forecast Riders	-	9,855	14,060
Passenger Miles	-	39,234	52,097
All Routes Serving Alignment			
Vehicles Required	13	41	33
Forecast Riders	7,891	13,315	17,256
Passenger Miles	26,145	49,384	61,777
Average Trip Length (Miles)	3.31	3.71	3.58

Exhibit 5.4: Year 2030 Ridership Profiles

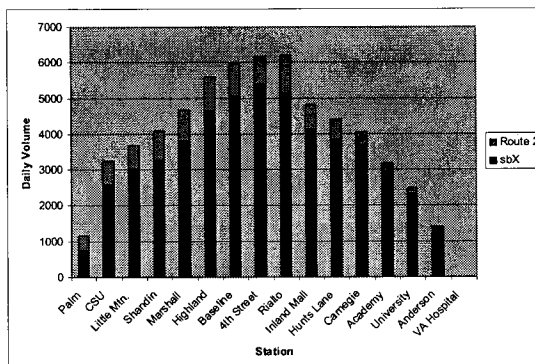
No Build Ridership Profile



TSM Ridership Profile



LPA Ridership Profile



Activity at Stations

The total daily station activity forecasts for the TSM and LPA are summarized in Tables 5.5 and 5.6. These tables show the boarding and alighting forecasts for the stations along each alignment. These tables display the access and egress forecasts in production-attraction format, where the "home-end" of trips are at the access end of trips, and the "work-end" of trips are at the egress end. This data shows that the Rialto Street Transcenter station will be the busiest station in the system in both the TSM and the LPA.

Daily activity at transit stations by modes of access and egress is summarized in Table 5.7. This table shows that more than 40 percent of

the daily sbX trips are expected to use another transit route to access the sbX system.

Drive access to stations with park-and-ride lots is summarized in Table 5.8. This table shows the horizon year demand for parking spaces at the park-and-ride lots for both the premium services (sbX or Route 2 Limited), and for all transit routes serving the stations.

Peak hour boardings at transit stations are displayed in Exhibit 5.5. These graphics show estimates of the number of transit riders who will be at the stations waiting for the premium services during the AM and PM peak hours. This data is used to estimate the station sizes and amenity requirements for the horizon year.

Table 5.5: Station Activity - TSM

Station	Access	Egress	Total
Palm	542	123	665
CSU (Front)	473	1,397	1,870
Little Mountain	394	95	489
Shandin	294	135	429
Marshall	698	95	793
Highland	1,087	469	1,556
Baseline	504	298	802
4th and E	182	817	999
Rialto	3,194	1,863	5,057
Inland Mall (Ext.)	249	1,028	1,277
Hunts	263	970	1,233
Carnegie	174	652	826
Redlands	475	448	923
Stewart	165	417	582
Barton	436	501	937
VA Hospital	569	394	963

Table 5.6: Station Activity - LPA

Station	Access	Egress	Total
Palm	611	142	753
CSU (Front)	552	1,773	2,325
Little Mountain	457	114	571
Shandin	340	161	501
Marshall	871	113	984
Highland	1,375	654	2,029
Baseline	644	395	1,039
4th and E	288	1,357	1,654
Rialto	4,447	3,052	7,499
Inland Mall	303	1,300	1,603
Hunts	331	1,268	1,599
Carnegie	219	801	1,020
Evans/Academy	1,314	697	2,011
Evans/University	671	757	1,428
Barton/Anderson	449	672	1,121
VA Hospital	867	485	1,352

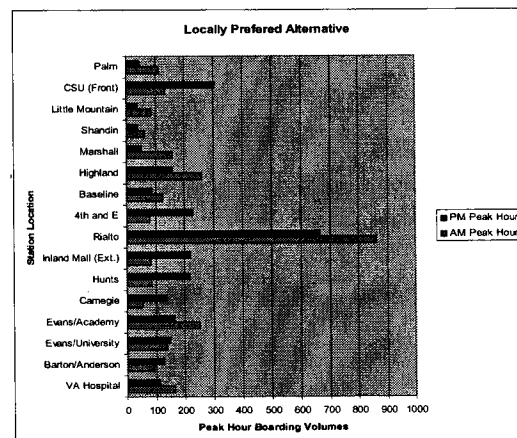
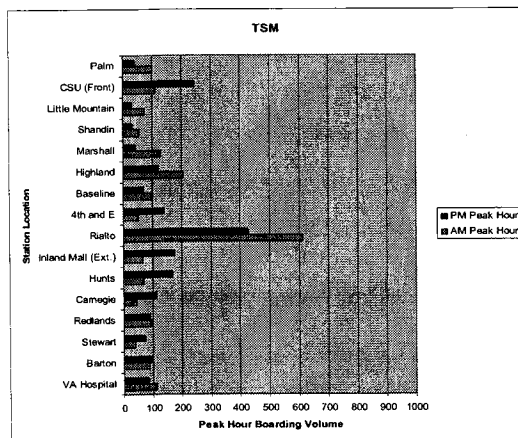
Table 5.7: Modes of Access and Egress at Transit Stations

Description	Access to sbX/Limited by Mode				Egress from sbX/Limited by Mode		
	Walk	Drive	Transfer	Total	Walk	Transfer	Total
TSM	4,820 50%	1,020 11%	3,860 40%	9,700	6,940 72%	2,760 28%	9,700
LPA	5,570 41%	2,240 16%	5,940 43%	13,750	10,370 75%	3,370 25%	13,740

Table 5.8: Drive Access and Parking Demand at Stations

		Drive Access to Stations		PNR Spaces	
TSM					
Station	Limited	Total	Limited	Total	
Palm	126	182	80	103	
Marshall	304	378	122	151	
Rialto	335	1,260	134	504	
Redlands	288	300	115	120	
VA Hospital	190	534	76	214	
Total	1,243	2,654	527	1,092	
LPA					
Station	sbX	Total	sbX	Total	
Palm	116	172	76	99	
Marshall	358	443	143	177	
Rialto	388	1,447	155	579	
Evans/Academy	1,075	1,075	430	430	
VA Hospital	298	693	119	277	
Total	2,235	3,830	923	1,562	

Exhibit 5.5: Peak Hour Boarding Volumes



Cost Benefit Analysis

The travel time savings benefits resulting from the transit alternatives were calculated first using the Summit software package. The results of the initial application of the Summit software indicates that the LPA will account for 806,000 annual hours of travel time savings when compared to the TSM.

However, this estimate is quite high, since it equates to more than ten minutes of travel time savings for each trip on the sbX. Our calculations indicate that the average trip on sbX will save approximately 4.0 minutes of travel time

when compared to the Route 2 Limited service modeled in the TSM.

Using a more conservative approach, we estimate that the average trip using sbX will save four minutes of travel time, and that the LPA will account for approximately 261,000 annual hours of travel time savings when compared to the TSM.

The cost effectiveness of transit service is calculated as the ratio of the incremental cost of new service to the incremental user benefit of the new service. For the LPA, the cost effectiveness is calculated as \$12.53 per hour of travel time savings.

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REPORT

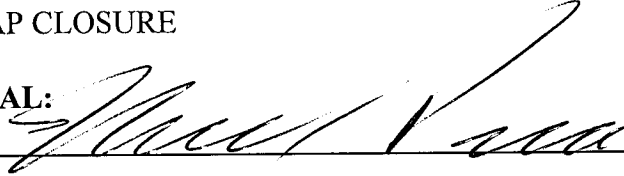
DATE: July 6, 2006

TO: Transportation and Communications Committee

FROM: Bob Huddy, Senior Transportation Planner, 213-236-1972

SUBJECT: RESOLUTION OF SUPPORT FOR CONTINUED STUDY OF A TUNNEL OPTION TO COMPLETE THE 710 GAP CLOSURE

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Staff recommends approval of the attached Resolution of Support for Continued Study of a Tunnel Option to Complete the 710 Gap Closure, and inclusion of the Tunnel as the option to be used for planning in the 2008 RTP.

SUMMARY:

In response to a request from the City of South Pasadena, seeking amendment of the 2004 Regional Transportation Plan (RTP) to provide for a tunnel option to complete the 710 Gap Closure, between Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena, staff has prepared a resolution (attached). The resolution notes that SCAG continues support for the planning efforts to determine the feasibility of the tunnel option, and resolves that the Regional Council directs the Executive Director and staff to consider the Tunnel option as the option to be considered for planning purposes in the 2008 Regional Transportation Plan.

BACKGROUND:

SCAG received a letter from the City of South Pasadena seeking amendment of the 2004 Regional Transportation Plan to provide for a tunnel option to complete the 710 Gap Closure, between Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena. In the 2004 RTP the 710 Gap Closure is identified as 3 mixed flow lanes and 1 HOV lane in each direction from Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena. Currently LACMTA is conducting a Tunnel Feasibility Study to determine if that option should be considered as a means of completing the 710 Gap Closure. The Draft Report for this study was released in June 2006. Staff have reviewed the request and prepared the attached resolution, which is based upon the conclusions of the 710 Tunnel Technical Feasibility Assessment that a tunnel option is feasible.

FISCAL IMPACT:

No additional fiscal impact to SCAG.

DOC #118739

RESOLUTION NO. 06-476-4
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

RESOLUTION OF SUPPORT FOR CONTINUED STUDY OF TUNNEL OPTIONS
TO COMPLETE THE 710 GAP CLOSURE

WHEREAS, the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan recognizes the need for and includes the Route 710 Gap Closure between Valley Blvd, in the City of Los Angeles and California Blvd. in the City of Pasadena; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) recently completed a study that determined that, subject to further analysis through an environmental process, a tunnel is a viable design option for the completion on the 710 Gap Closure; and

WHEREAS, SCAG participated in the study of the 710 Gap Closure tunnel options, along with Caltrans, the City of Alhambra, the City of La Canada-Flintridge, the City of Los Angeles, the City of Pasadena, the City of San Marino, and the City of South Pasadena; and

WHEREAS, all cities in the proposed Route 710 Extension corridor, including South Pasadena, support a sound analysis of the full-bore tunnel option, as an option capable of attaining consensus among the corridor cities, and state and regional transportation agencies; and

WHEREAS, the City of South Pasadena has sent a letter to request that SCAG consider an amendment of the 2004 Regional Transportation Plan to provide for a tunnel option for completion of this project; and

WHEREAS, SCAG will continue to support and participate in the analysis of the tunnel alternatives as a means of completing the Gap Closure identified in the 2004 Regional Transportation Plan; and

WHEREAS, it is apparent that the only transportation projects that would be funded through funds raised by the Infrastructure Bond Measure should it pass in November are those projects which are on the RTP; and

NOW, THEREFORE, BE IT RESOLVED that the Regional Council finds and declares that the full-bore tunnel option shall be used as the planning alternative to develop the 2007 Regional Transportation Plan, as a means of completing the 710 Gap Closure; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Executive Director shall present to the Regional Council for consideration such amendments and/or changes to the 2004 and/or subsequent Regional Transportation Plans as may be appropriate to effectuate this Resolution.

YVONNE BRAITHWAITE BURKE, President
Regional Council
Supervisor, County of Los Angeles

Mark Pisano, Secretary to

Attest:

Legal Counsel

DOCS #123551

MEMO

DATE: July 6, 2006

TO: Transportation and Communications Committee

FROM: Bob Huddy, Transportation Program Manager, 213-236-1972, huddy@scag.ca.gov

SUBJECT: Report on the Draft 710 Tunnel Feasibility Study

SUMMARY: The Los Angeles County Metropolitan Transportation Agency (LACMTA), with staff participation from SCAG, Caltrans, the Cities of Alhambra, La Canada, Los Angeles, Pasadena, San Marino, and South Pasadena, has completed the Draft Route 710 Tunnel Technical Feasibility Assessment Report. This report examines the technical feasibility of a tunnel alternative for completion of the 710 Gap Closure from Valley Blvd., in the City of Los Angeles, to California Blvd., in the City of Pasadena. LACMTA staff will give a brief overview of the findings of this assessment.

BACKGROUND

The 2004 Regional Transportation Plan includes completion of the 710 Gap Closure from Valley Blvd., in the City of Los Angeles, to California Blvd., in the City of Pasadena. This project is identified as 1 HOV lane and 3 mixed flow lanes in each direction. The project provides significant regional benefits but has had extensive local opposition to a surface or cut and cover alternative in the City of South Pasadena. The project has also been the subject of a history of litigation concerning the surface alternatives.

After a series of community meetings with the affected corridor cities conducted by District Director of Caltrans, Doug Failing, the Executive Director of SCAG, Mark Pisano, and the Chief Executive Office of the LACMTA, Roger Snoble on the possibility of using a tunnel option to complete the 710 Gap Closure, LACMTA contracted with Parsons Brinckerhoff to do the Route 710 Tunnel Technical Feasibility Assessment. LACMTA put together a Technical Committee of the agencies and impacted corridor cities to review the consultant work. The Draft Technical Assessment was issued for public review in June 2006 and a public workshop on the Assessment was held on June 22, 2006.

A wide variety of alternative full tunnel options were developed for the assessment and extensive analysis of technical, geologic, preliminary environmental scoping, traffic, and financing issues was done by the consultants. The Assessment found that given the current technology and the known conditions in the corridor, it would be feasible to consider the completion of the 710 Gap Closure using a full tunnel option. Final development of a full tunnel option, as a preferred alternative to complete the 710 Gap Closure, will still require significant additional environmental analysis, design and engineering work.

DOCS # 123405

MEMO

DATE: July 6, 2006

TO: Transportation & Communications Committee

FROM: Nancy Pfeffer, Program Manager II, 213-236-1869, pfeffer@scag.ca.gov

SUBJECT: Multi-County Goods Movement Action Plan

Nancy

SUMMARY:

In July 2005 the five County Transportation Commissions, SCAG, and the four Caltrans Districts in our region initiated a contract for the Multi-County Goods Movement Action Plan. This effort is expected to yield consensus on a set of goods movement strategies, including projects, that will be included in the next Regional Transportation Plan.

BACKGROUND:

The Committee will receive a presentation on the current status and goals of the Multi-County Goods Movement Action Plan (MCGMAP), as well as the work accomplished to date. The consultant team, led by Wilbur Smith Associates, has thus far produced a technical memorandum on existing conditions. The team is now working on a memorandum describing future forecast conditions, and two memoranda documenting baseline economic impacts and environmental conditions.

The Action Plan will analyze a number of future scenarios, including various combinations of potential growth in container volume and level of infrastructure investment.

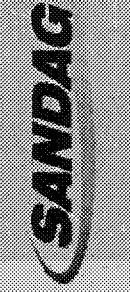
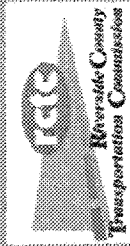
Public input on the MCGMAP has been obtained through a series of Stakeholder Advisory Group meetings, being held in various locations around the region. The MCGMAP team has also sent out a public survey, which has resulted in approximately 150 responses, which are being tabulated by the consulting team. A second survey is planned to obtain feedback on the consensus strategies.

A Fact Sheet about the effort is attached. One update to this Fact Sheet, not yet incorporated, is the addition of SANDAG to the project partner team and San Diego to the project study area. The presentation (also attached) will discuss the project timeline, major outcomes, and the relationship between the MCGMAP and the State Goods Movement Action Plan.

Multi-County Goods Movement Action Plan



Metro



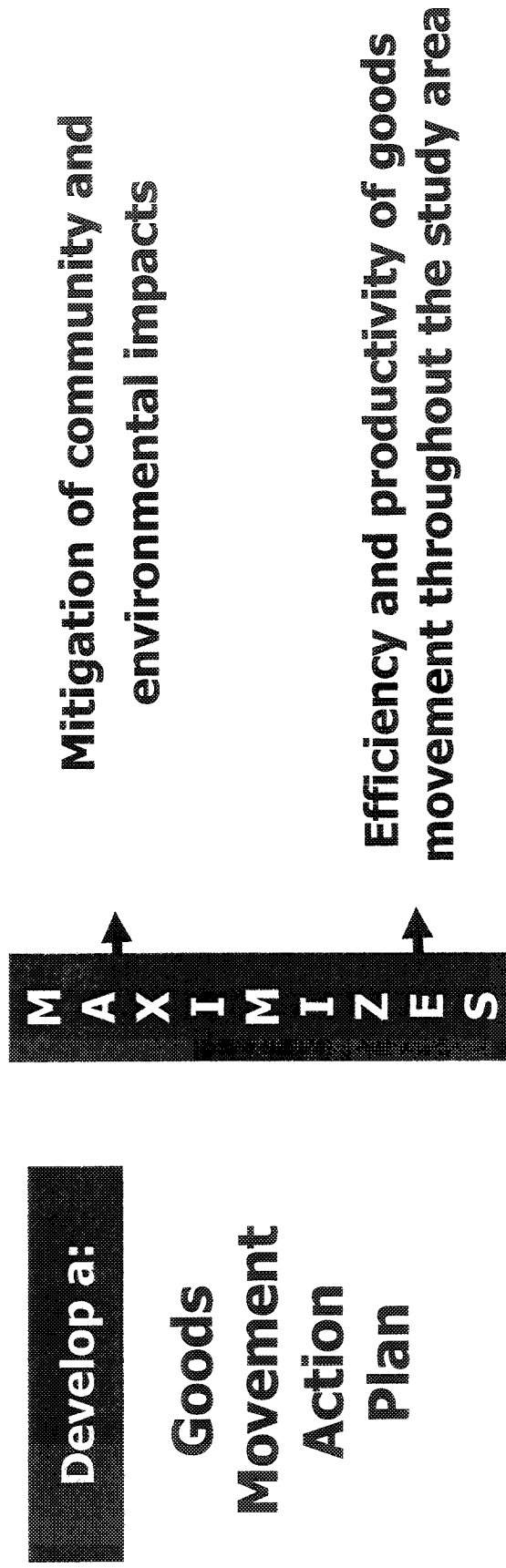
Project Briefing

June 16, 2006

Goods Movement: Challenges

- > Environmental and Community Impacts
 - > Air Cargo Projections
 - > Rail Tonnage Projections
- > Public Health Impacts
 - > Congestion (Auto and Truck)
- > International Trade Impacts
 - > Auto/Truck/Train Conflicts
- > Ports of Entries/Border Crossings
 - > Funding

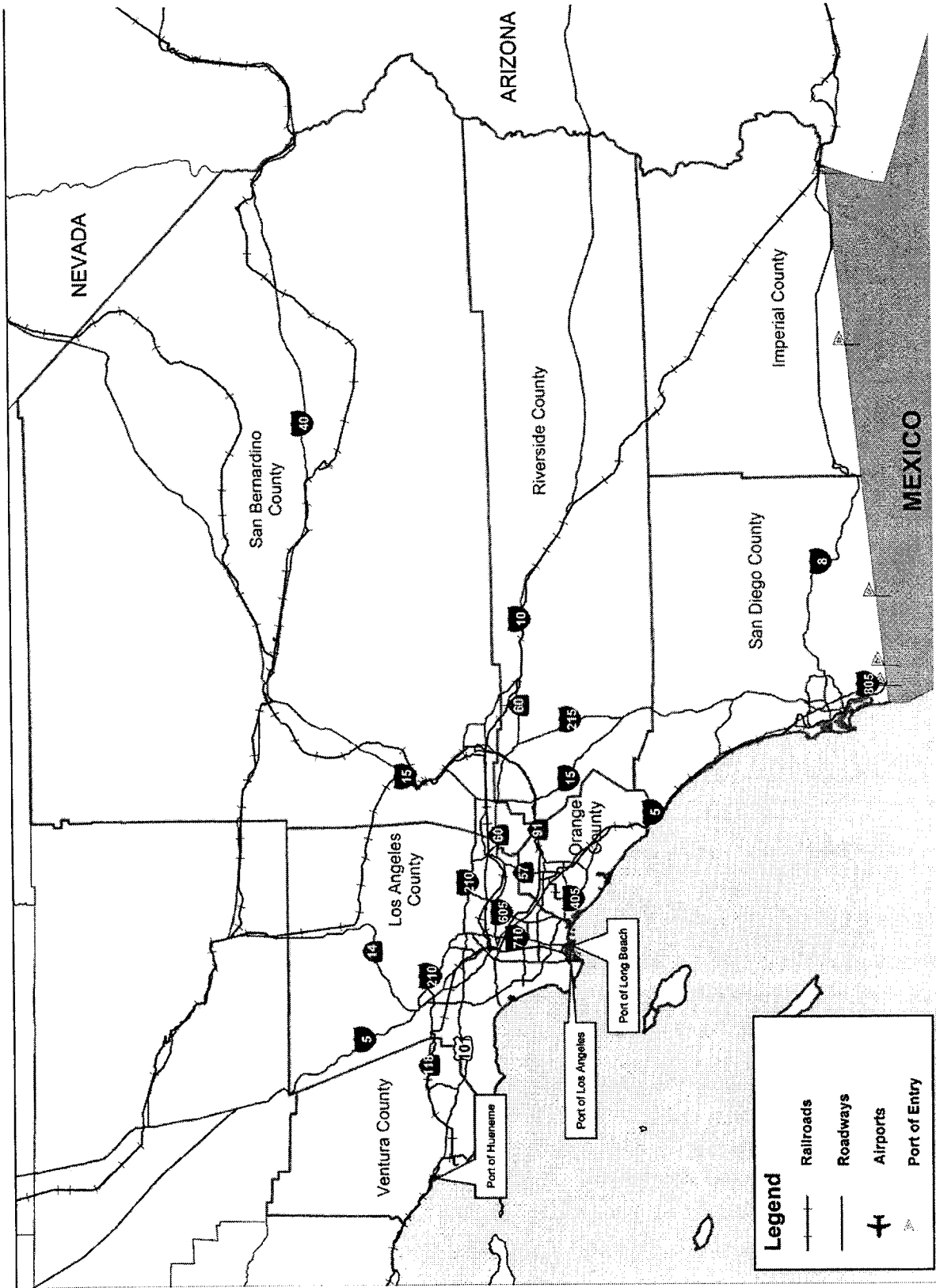
Multi-County Goods Movement Action Plan (MCGMAP) Overview



Solutions will address all modes

Will include capital and non-capital options

MCGMAP Study Area

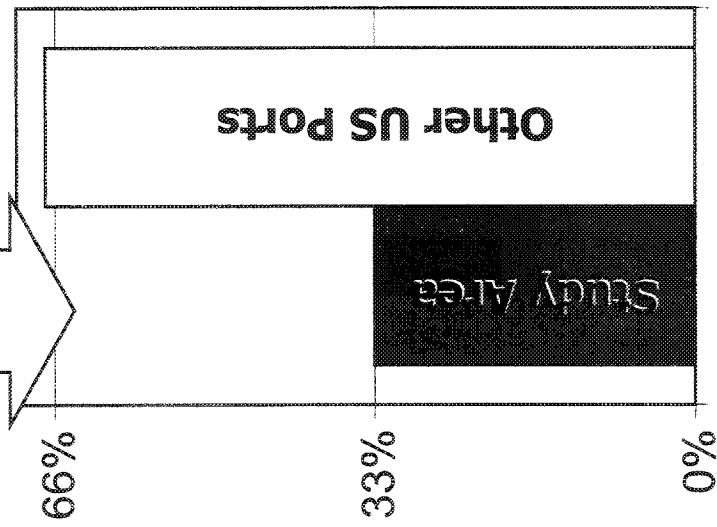


Action Plan Activities

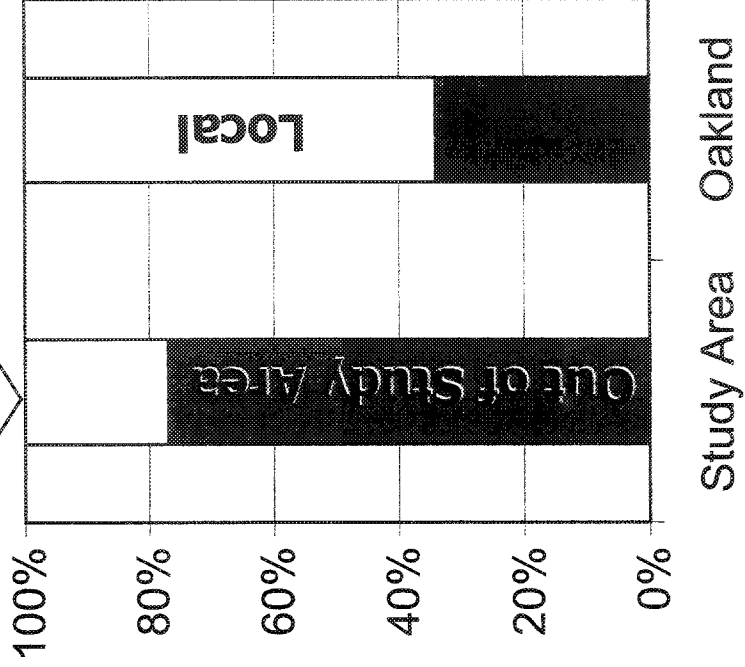
- > Seek input from stakeholders
- > Evaluate GM system and related impacts
- > Focus on short, mid and long-term strategies
- > Identify mitigation strategies and funding scenarios for implementation

Major Container Port Gateway

**1/3 of US Int'l
Containerized Cargo**



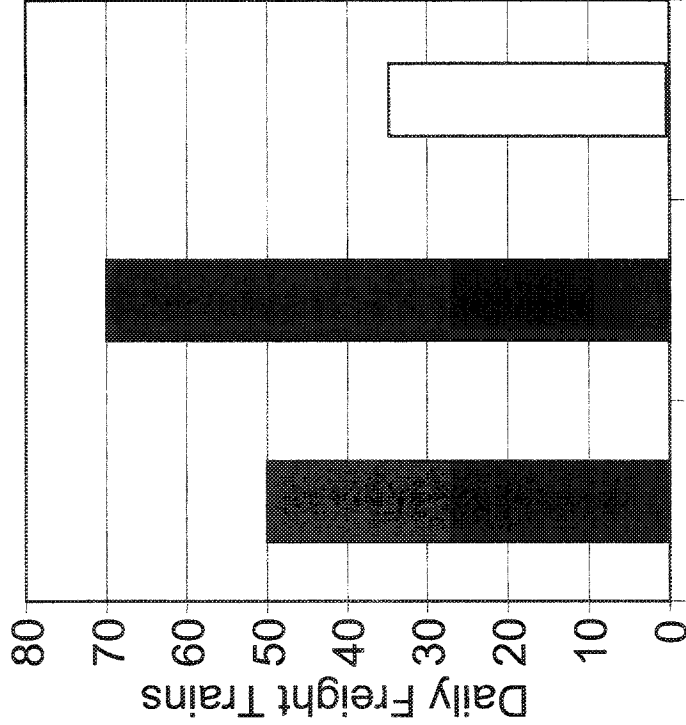
77% is Through Traffic



Freight Rail

- Extensive system -- BNSF and UP
 - 5 million intermodal lifts annually
 - 64% are international containers
 - Largest single intermodal op. in US
- Strategic role – int’l container cargo
 - 52% of international container trade (40% direct and 12% transloaded)
- Key role in reducing truck traffic
 - 20% transferred on-dock
 - Congestion, emissions, safety
- System also transports commuters

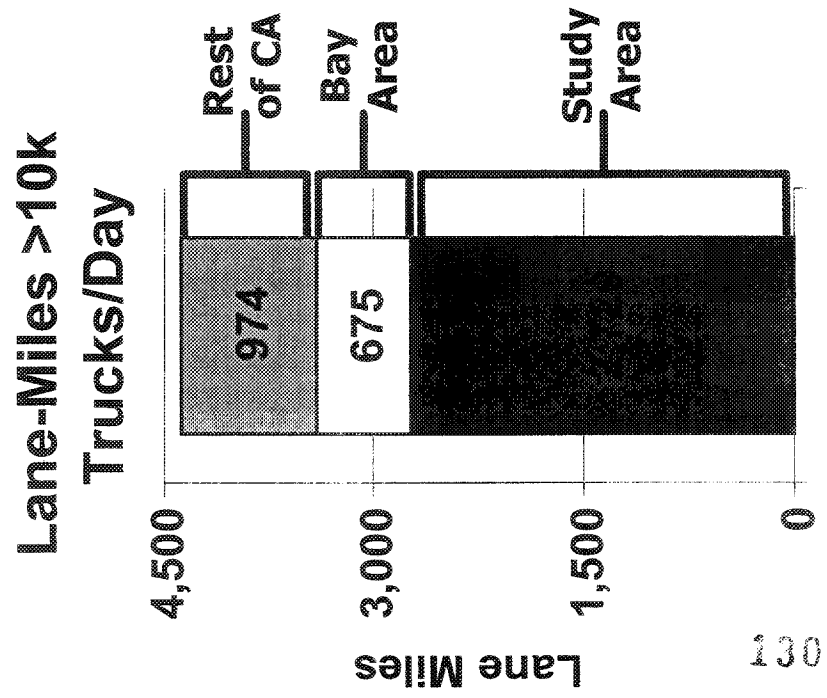
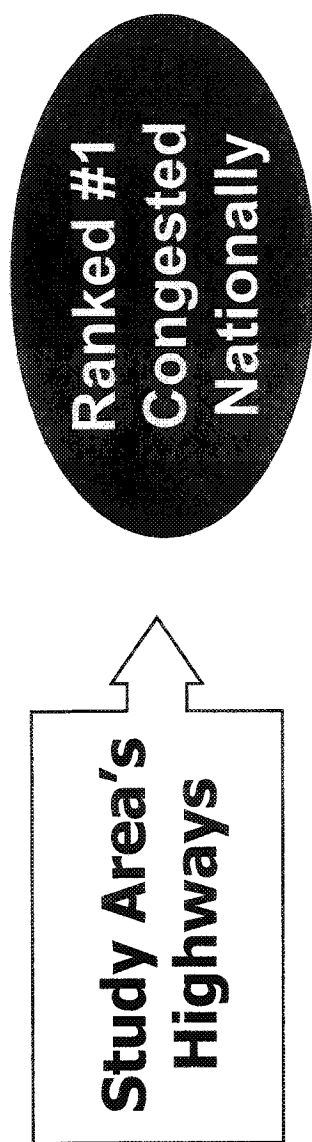
Daily Train Volumes (2004)



Alameda LA-Inland Bay Area
Corridor Empire (E-W)

BNSF - Burlington Northern Santa Fe Railway
UP - Union Pacific Railroad

Highways (Trucking)



Over 9,000 lane miles of freeways

- 25% carry >10,000 trucks per day

As much as 40,000 trucks daily

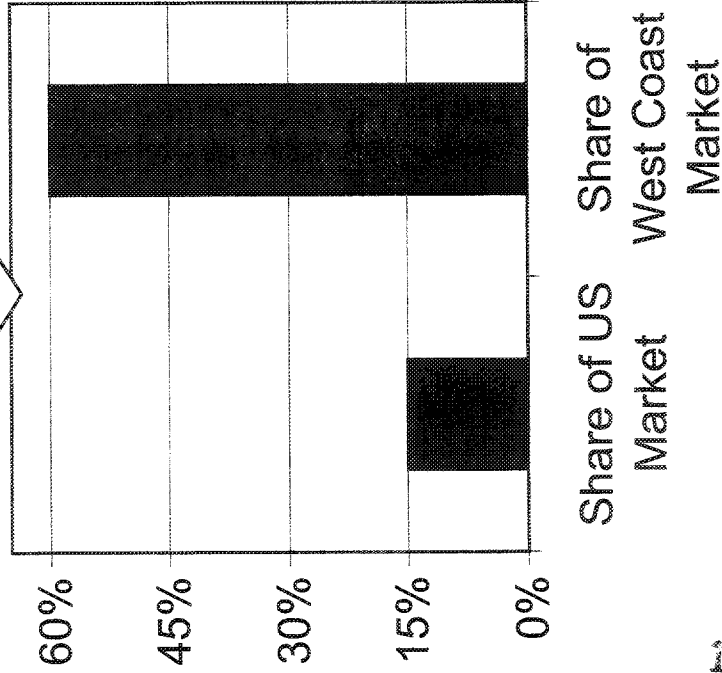
- I-710, I-605 and SR 91

Trucking Bottlenecks

- 6 of the most congested in nation

Staging (Warehousing and Distribution)

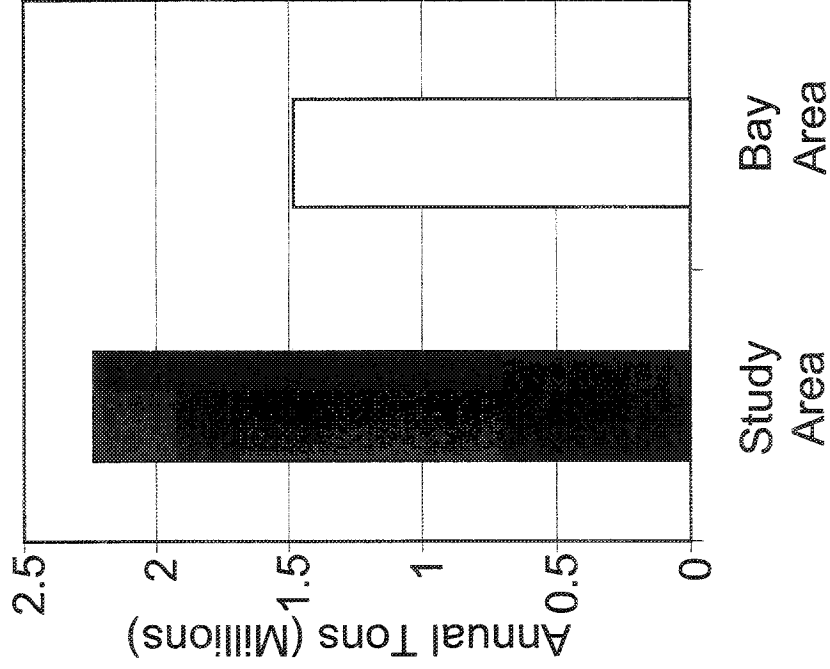
Supports Int'l Trade



- Most goods are staged at a warehouse, distribution, cross-dock or transload center
- 1.5 Billion Square Feet in study area
 - (60% in LA County)
- 32 Million Square Feet under construction
 - 75% in Riverside and San Bernardino Counties

Air Cargo

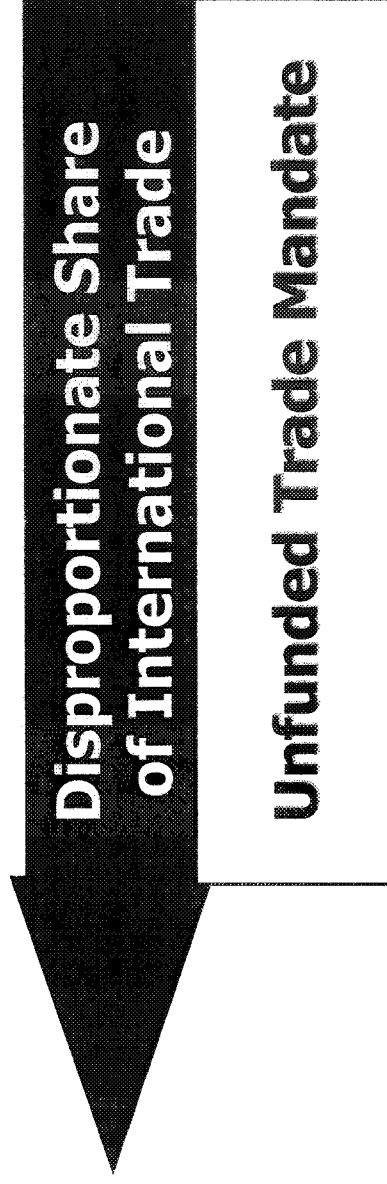
- High value goods and perishables
- Important international gateway
- 2.2 million tons in 2003
 - LAX and ONT handled 95%
- Development of cargo-only airports
 - San Bernardino and Riverside Counties



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Overwhelming Trade Impact

Proportion



Scale



**National
Reliance on
Imports**

**National Trade Policy
Reduced trade barriers &
export of US industrial jobs**

- U.S. manufacturing employment in 2004 reached its lowest level since 1950
-- 14.3 million jobs
- Dropping 3 million from 2000

**Local
Economy**

**3rd Largest Manufacturing Center
Behind CA and TX**

**Strategic
Location**

**West Coast Trade Gateway
Asian Trade Boom**

Community Concerns

Challenge to

**Goods
Movement
(GM)**

Environmental impacts

Air, noise, water, traffic
congestion, etc.

Emphasis: Health impacts

USC Keck Sch. of Med. Study

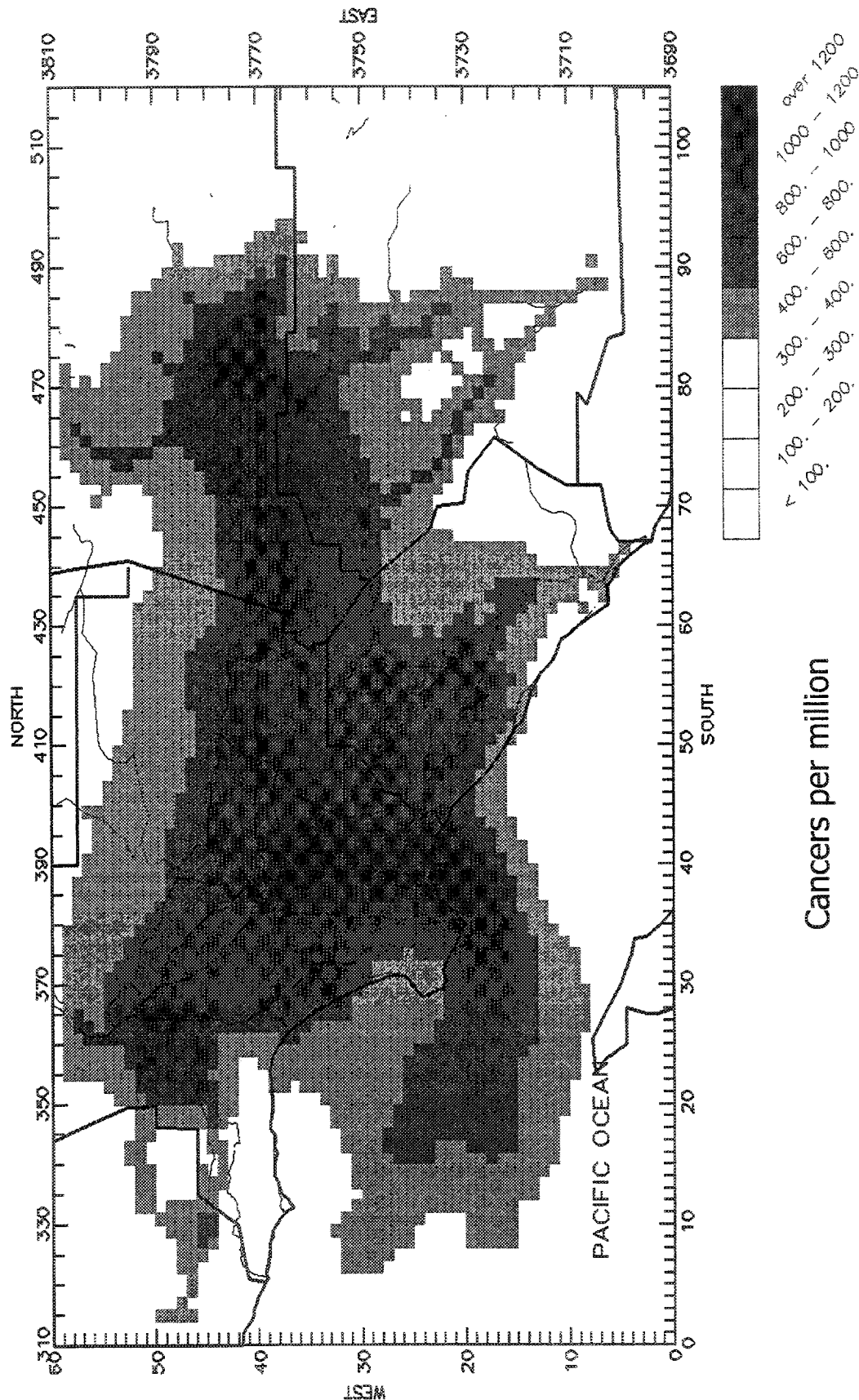
Spill-over on alt. modes

On-dock and near-dock intermodal

Incompatible Land Use

Residential LU near Industrial LU

Estimated Risk of Cancer from Air Toxics: All Emission Sources



Source: SCAQMD, Multiple Air Toxics Exposure Study II, March 2000

End Product

- > **What** – Reach consensus on projects, strategies and options for implementation
- > **When** – Fall 2006: Develop projects, strategies and options for evaluation

Winter 2007: Complete Multi-County Goods Movement Action Plan
- > **How** – Develop and maintain partnerships, seek innovative financing scenarios, complement State GM Plan

Relationship to State GM Plan

- > State plan provides overall framework; MCGMAP provides regional input and identifies more specific projects and actions
- > MCGMAP addresses regional complexities that State plan cannot address
- > State plan will contain a subset of regional projects and actions; MCGMAP will be comprehensive